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General Manager

TO-DAY'S WEATHER FORECAST:— East Winds, Moderate; Cloudy.

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	From Hong Kong	From Macao
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Week day	5.30 p.m. Sui Tai	3.00 a.m. Sui Tai
Saturday	8.30 a.m. Sui Tai	3.00 a.m. Sui Tai
Saturday	5.30 p.m. Kinsai	3.00 p.m. No Sailing
SUNDAY	10.30 a.m. Kinsai	3.00 a.m. Kinsai
		2.00 p.m. Kinsai

EXCURSION.

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Viscount Rothermere NEWSPAPER MAGNATE ARRIVING Due Here On Saturday

Viscount Rothermere, world famous newspaper magnate, chief proprietor of the "Daily Mail," "Daily Mirror," and "London Evening News" among many other well-known newspapers, is arriving in the Colony from Shanghai aboard the liner Empress of Japan on Saturday morning.



Viscount Rothermere

Viscount Rothermere (Harold Sidney Harmsworth) was born on April 28, 1868, the son of the late Alfred Harmsworth, barrister-at-law, of the Middle Temple, and Geraldine Mary, daughter of William Maffett.

Viscount Rothermere is the younger brother of the late Lord Northcliffe, also a famous newspaper man.

In 1893 Viscount Rothermere married Mary Lillian, daughter of George Wade Shaw, and their son and heir is the Hon. Esmond Cecil Harmsworth.

Viscount Rothermere endowed the King Edward VII. chair of English Literature, the Vere Harmsworth Chair of Naval History at Cambridge University and the Harold Vyvyan chair of American History at Oxford University.

From 1916 to 1917, Viscount Rothermere was director general of the Royal Army Clothing Department and from 1917 to 1918 was Air Minister.

He was created a Baronet in 1910; a Baron in 1914; a Privy Councillor in 1917; and first Viscount of Hemsted in 1919.

His recreations are golf, tennis and motoring.

"TAIPO BELLE"

The Taiipo Belle, latest streamlined addition to the rolling stock of the Kowloon-Canton Railway, went on her inaugural run on Saturday to Shum Chun.

THE DOLLAR

T.T. ON LONDON.
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T.T. ON NEW YORK:
30.5/16.

LONDON SILVER MARKET

(From Our Own Correspondent)
London, Oct. 5.

London silver prices to-day were unchanged as follows:—

	Oct. 5.	Oct. 6.
Spot	20-1/16	20-1/16
Forward	20-1/16	20-1/16

Portuguese Community Celebration ANNIVERSARY OF REPUBLIC Toast Proposed By Governor

The cordial relations existing between Portugal and Great Britain were stressed by the Portuguese Consul, Senhor Alvaro, Brilhante Laborinho at a reception held yesterday at the Club Lusitano, in celebration of the 26th anniversary of the foundation of the Republic of Portugal.

His Excellency Sir Andrew Caldecott, Governor of Hong Kong, while expressing regard for "the historic friendship and fraternity between our two nations," said that he would also like to think of an emblem "of the goodwill that binds the two Colonies" in a water colour drawing hanging prominently in Government House, "not of Victoria or Kowloon, but of Macao."

His Excellency was accompanied by Lady Caldecott, and attended by Captain W. J. R. Cragg, A.D.C., and Mr. H. J. Crutwell, Private Secretary.

CONSUL'S SPEECH

Addressing a large gathering, fully representative of prominent citizens of the Colony, members of the Royal Navy and Army, and the Consular Body, the Portuguese Consul said:—

For the second time in this Colony, it is my great privilege to have the honour to receive such distinguished guests on the National Day of my Country and I am specially honoured this year, by the presence of Your Excellency.

Through many centuries, through glorious periods of world history, through happy and sad occasions, the Anglo-Portuguese Alliance has stood and still stands as an example of friendship between two countries which have the same ideal of universal fraternisation, and this political alliance is so deeply rooted in the belief of the people, that the friendship between our countries is mirrored among individual cordial relations.

(Continued on Page 7)

RAZOR ATTACKS ON WOMEN Fusilier To Stand Trial DEFENCE RESERVED

The hearing of charges brought against Fusilier William Gronert, was concluded at the Central Police Court yesterday, before Mr. W. Schofield. The defendant was accused of wounding three Chinese women in Wanchai and assaulting another.

Dr. R. S. Begbie deposed to finding bloodstains on a razor blade, and on examining the articles of clothing.

The second complainant, Chan Kam stated that on September 13 she was returning home by tram-car. When she alighted from the tram she was called by a friend in the street and while having a conversation the defendant came up from behind and cut her neck with a razor.

(Continued on Back Page.)

"Dorado"
Due To-day

The R.M.A. Dorado will leave Penang to-day and is expected to arrive at Kai Tak Aerodrome at 5 p.m. this afternoon.

GARY COOPER'S FATHER JUDGE AND PHILOSOPHER CHATS ABOUT HIS SON

(BY BILL PLAY)

There is a popular fiction that movie stars live in a dream-world of their own, sheltered by wealth from the many mundane matters of petty cash which influence the outlooks of the vast majority of the common crowd.

Well, there is at least one notable exception to that accepted rule, and the exception is that brilliant artist who has brought commendable restraint and dynamic calm to his clairvoyant interpretation of leading roles—Gary Cooper.

How I found out some of the little known characteristics of Gary Cooper's life happened in a very simple manner. A discerning friend yesterday suggested that I might find in a certain American citizen, a former Judge of the Supreme Court of Manitoba, namely, Judge Cooper, a prolific news-source. The introduction effected in the lounge of the Hong Kong Hotel resulted in the following conversation:—

"And what's Gary like after all the fame and fortune that has come his way?"

His father, ex-Judge Cooper, smiled pleasantly, and with an expressive shrug of the shoulders, answered, "Well, I figure that he's much the same as he always was. He doesn't say much, but he thinks a whole lot. I sent him and his brother, who is now in business, to England for three and a half years of education at a grammar school, so that they might understand something of the outlook of those who constitute the foundation of the Eng-

(Continued on Back Page)

COLONY DANCE CHAMPIONSHIP Large Crowd Acclaim Winning Pair

FINALS ON SUNDAY

The first stage of the Colony dancing championship organised by the Hong Kong Hotel with the well-known dancers, Miss Pat Sykes and her versatile partner, Mr. J. A. Andrew, as judges, was held at the Roof Garden yesterday, to crowded attendance.

The result of the competition was as follows: Mr. Leung Lin Chuen and Miss Patricia Randall (61 votes by popular acclaim) and Mr. M. Drysdale and Miss D. Reville (43 votes). The latter pair were considered best by the judges.

These two couples will contest the finals on Sunday. The final vote on any of the finalists it must be understood will be Miss Sykes and Mr. Andrew.

MANILA GOLD SHARES

Local Dealings

Buyers	
Rauha, \$11.35.	Venz. Goldfields, \$52.
Demonstrations, \$1.63.	Paracale Gumaus, \$1.29.
Itoqons, \$3.45.	

Sellers	
Ipo Gold, 38 cts.	Paracale Gumaus, \$1.70.
United Paracale, \$3.90.	

Sales	
Masbate Consol., \$1.061.	Paracale Gumaus, \$1.60-1.80.
Paracale Gold, 62-63 cts.	

TYPHOID

Two cases of typhoid and one of diphtheria were notified to the local health authorities during the 48 hours ended on Sunday.



GARY COOPER

HEADMASTER RETURNS

Rev. C. B. R. Sargent

PLEASANT HOLIDAY

The Rev. C. B. R. Sargent, Headmaster of the Diocesan Boys' School, returned from home leave yesterday evening aboard the French Mail liner D'Artagnan.

On his journey to England, he travelled via Canada and returned via Siberia.

In the course of his holiday, the Rev. Mr. Sargent did a considerable amount of travelling and while in Germany attended the musical festivals and operas.

Altogether he had a very interesting time and the voyage was pleasant.

While in England, he saw tennis at Wimbledon and was also among the spectators at the All-India v. England cricket Test matches.

"The summer in England is very bad," he remarked. "I believe it was one of the worst since the war."

The Rev. L. L. Nash who has been acting Headmaster during Mr. Sargent's absence, and many students were present at the wharf to greet the Headmaster.

Mr. Sargent is well-known in local educational and sporting circles and gained much popularity with his weekly broadcast talks on opera from the ZBW Studio.

LUNCHEON WITH GOVERNOR

Mr. Huang Kiang Chuan, Chief Adviser to the Ministry of Communications and late President of the China National Aviation Corporation, and Mr. R. H. Scott, the Trade Commissioner, lunched with His Excellency Sir Andrew and Lady Caldecott yesterday at Mount Lodge.

LINER DELAYED

Owing to delay occasioned by typhoon, the C.P.S. liner Empress of Japan will arrive in Hong Kong on Saturday, Oct. 10 at 7 a.m. instead of Friday. She will depart for Manila at 6 p.m. the same evening.

AUSTRALIA AND HONG KONG

Better Shipping
Facilities Needed

VISITOR'S COMMENTS

It is significant that the ships which run between Hong Kong and Australian ports are, for the most part, packed to capacity. It is also significant that the number of those ships is not great; moreover, their modernity is not conspicuous.

On his way to represent the Adelaide Young Men's Christian Association at the Y.M.C.A. world conference in Mysore, India, Mr. J. T. Massey, general secretary of the Adelaide Y.M.C.A. left Hong Kong yesterday by the "Nellore," and during his two days in Hong Kong he found many features of the Colony to admire and many criticisms to make of what he had been thinking about during his trip up.

In the first place, Mr. Massey, as a traveller, contrasted the services which the Japanese have recently inaugurated between Japan and Australia and the services owned by British interests. Mr. Massey contended that the British owned services were "comfortable but very old fashioned."

(Continued on Back Page)

WARSHIPS IN HARBOUR

H.M. Submarine Pandora arrived here yesterday from Wei-Hai-Wei and berthed at the East Wall of the Naval Dockyard.

Positions of warships in harbour yesterday were as follows:—

- North Wall: H.M.S. Decoy, H.M.S. Defender, H.M.S. Moth.
- South Wall: H.M.S. Lowestoft.
- East Wall: H.M.S. Oswald, H.M.S. Proteus, H.M.S. Regulus, H.M.S. Pandora.
- North Arm: H.M.S. Daring.
- West Wall Dock: H.M.S. Delight, H.M.S. Diamond.
- In Dock: H.M.S. Dainty, H.M.S. Diana, H.M.S. Olympus.
- Taikee Dock: H.M.S. Regent.
- No. 3 Buoy: H.M.S. Adventure.
- No. 6 Buoy: H.M.S. Capetown.
- No. 13 Buoy: H.M.S. Tarantula.
- Foreign: French gunboat Argus.

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AVIATION

MAINTENANCE OF AERODROMES

Design Of Utmost Importance

It has been said that the future of aviation lies on the ground, and there is certainly no doubt that the design of aerodromes and airports is a matter of the utmost importance for the efficient operation of air services.

As far as Great Britain is concerned, very considerable progress has been made during the last few years in the provision of suitable aerodromes, though previously the country was ill equipped in this direction, many of the sites being left over from the War and proving quite unsuitable for the air travelling public of to-day. The latest examples, however, are second to none and bear comparison with the best work in any country.

Apart altogether from the buildings and equipment at a modern airport, the preparation and maintenance of the ground itself calls for expert knowledge and treatment. In the first place the preparation of the landing ground may entail ploughing and grading with special machines designed for the purpose. As an example, there is a Ransomes rotary scraper for taking away the top soil and transporting it to any required spot, produced by the Ipswich firm of agricultural implement makers; the quantity of earth collected can be varied up to about 27 cu. ft., and when the required amount is in the bowl, collection automatically ceases.

Again, an aerodrome can be efficiently drained without disturbing the surface by means of mole drainers, and these machines can be effectively utilised for burying electric cables up to 1 1/2 in. diameter. The electric light and telephone installations on an aerodrome necessitate many cables, and it is essential for the safety of aircraft that these should, as far as possible, be laid underground.

AIRWAY NOTES IN BRIEF

News Of The Air From All Quarters

The Indian Meteorological Department are now making experiments at Sbarah with pilotless weather balloons which are being sent up at night, the resulting data being communicated to headquarters at Agra.

Figures made available by the Indian authorities show that 10,500,000 letters were sent by air from Great Britain to India during 1935. This compared with 8,000,000 in 1934, and 4,000,000 in 1933.

During the most recent twelve-monthly period for which figures are available, the air-liners of Imperial Airways flew a total distance of 5,000,000 miles, this comparing with approximately 3,000,000 miles for a previous period of 12 months.

Air-liners in the United States carried 908,185 passengers during 1935. This compared with 546,235 for the year 1933.

Twenty-five electric boundary lights are now in operation at the Jodhpur air-station, being about 98 yards apart round the perimeter of a circle 1,000 yards in diameter, leaving a gap for approach to the buildings and hangars.

A full aerodrome lighting equipment has been installed at Penang air-port. This lighting system comprises three floodlights, aerodrome boundary-marking lights, obstruction lights, and an illuminated wind "T".

The cutting of a grass over an extensive area is too obvious a part of aerodrome maintenance to require emphasis, except possibly to add that gang mowers, drawn by tractors, enable large areas to be cut in the shortest possible time, as much as 11 acres an hour being within their scope.

AIR AMBULANCE WORK IN CANADA

Not long ago information was forthcoming as to the rapidly-increasing use of ambulance-planes in Australia, and now data becomes available as to the recent work of similar machines in Canada. During a couple of months, just lately, in addition to many flights by doctors to visit patients in remote areas, the cases reported in Canada included:—a flight of nearly 400 miles with an urgent stretcher case; rescuing a sick man whose distress signals had been observed on the shores of a lonely lake; and a flight of nearly 800 miles to bring in to hospital an Indian who had a badly-poisoned leg.

NEW AIR-PORT FOR NEW YORK

That Governor's Island should be converted into an air-port to serve New York is a recommendation which has been made by the American House of Representatives. The island, located just off the lower end of Manhattan, is at the present time an army station. The proposal is to reclaim about 65 acres of land. At present the island is two or three minutes from Manhattan by launch, but there is a scheme for the construction of a traffic tunnel from the Battery to Brooklyn which would be made to pass under the north end of Governor's Island.

LAND-SEA-AIR PORT AT SINGAPORE

With an equipment which will provide the latest facilities for both land and marine aircraft, the new air-port at Singapore is well on the way to completion. A seaplane slipway and hangar for the new Empire flying-boat is taking shape rapidly; while steelwork for the terminal buildings has been erected, and a concrete apron laid. A special system of runways will facilitate the ascent and descent of land machines.

FAST TRAVEL BY AIR AND SEA

Four Thousand Miles In Five Days

Four thousand miles, from New York to Central Europe, in five days! That was the record achieved by the recent test in which a specially-chartered Imperial Airways air-liner met the liner "Queen Mary" at Cherbourg, and flew with a party of passengers via Paris, Zurich, Munich, and Vienna to Budapest.

Further details are now available as to this remarkable demonstration, which showed in a most convincing fashion how fast and luxurious air connections with ocean liners can now be provided to the principal cities of Europe.

As soon as the "Queen Mary" reached Cherbourg, the party which were to make the 1,020 miles flight to Budapest were conveyed by motor-launch to the aerodrome at Quereville. After entering the waiting air-liner, the first section of their flight was from Cherbourg to Paris. This stage, 209 miles, was completed in just over an hour and a quarter, at an average speed of 188 miles-an-hour. After being welcomed at the Paris air-port of Le Bourget, the next stage was one of 306 miles to Zurich on a route skirted by the Vosges and Black Forest to the North and the Jura Mountains to the South. Zurich was reached at lunch-time, and those who met the party found it hard to believe that, at breakfast-time that same morning, the aerial voyagers had been over 500 miles away on the "Queen Mary" at Cherbourg.

Next they flew over Lake Constance along a line north of the Bavarian Alps to Munich, a distance of 144 miles, which was covered in less than an hour. After more greetings at the splendid Munich air-port, the party were off again in the direction of Vienna.

FLYING DOCTORS OF AUSTRALIA

What Air-Liner Passengers Saw

When, not long ago, one of the air-liners on the England-Australia route landed at Longreach, the passengers who emerged from its saloon saw that one of the ambulance-planes of the Australian Aerial Medical Service was drawn up in front of the hangar.

The flying doctor who was with the ambulance-plane asked the passengers of the air-liner whether they would like to see his patient. They said they would and, going to the door of the flying ambulance, saw that the patient, lying inside on a stretcher, was a little girl aged only about three years. This tiny sufferer had, it appeared, sustained burns in an accident at an outlying station, and the doctor had flown out to treat her and to bring her in by air-ambulance to hospital.

The air-liner passengers expressed their very great interest at having this opportunity of seeing a practical demonstration of the wonderful work which is being done in Australia by the flying doctors.

This proved a fascinating sight, following the wide curves of the Danube with mountain-peaks stretching away to the south.

It was between Munich and Vienna that the air-liner reached a speed of over 170 miles-an-hour at a height of 7,000 feet. The final 135 miles from Vienna to Budapest was covered in exactly an hour—a wonderful view being obtained from the air of the romantic city of Budapest. This remarkable flight was chronicled the same night by a broadcast from the Budapest wireless station, and by a special commemorative dinner.

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THE MILWAUKEE ROAD

MAKERS PROMISE SILENT CARS

Pledge To Minister To Prevent Noise

NEW TASTES IN SPORTS TYPES

Makers of motor-cars have followed the example of motorcycle manufacturers in giving an assurance to the Minister of Transport that they will allow no noisy vehicles to leave their works.

In the Ministry's view, it now only remains to ensure that these vehicles, quiet in themselves, are not made offensive by the way they are handled.

Silence of operation has shown a great advance in recent years. Even sports cars can now be perfectly quiet when running on top gear at the legal speed in built-up areas, and the best remain reasonably quiet when driven at their maximum speed.

The taste for machine-gun or "pompom" exhaust noises is dying, and is now mainly confined to the racing track.

But there are motor noises which still need suppression. They are due to:

Thoughtless or selfish drivers who race their engines unnecessarily in suburban roads before starting;

Drivers who climb gradients fast in indirect gears at night;

Ill-used small sports cars making unnecessary mechanical and exhaust noises through lack of attention;

Light vans driven by youths for suburban tradespeople; and All but the latest and most up-to-date buses.

The Ministry of Transport had threatened to make new regulations enforcing quietness in motor vehicles unless manufacturers took action.

NEW FORD CAR MODEL

More Miles To A Gallon

At a lunch given recently in the Dorchester Hotel by the Ford Motor Company the completion of a new Ford V 8 22-h.p. model was announced. Like the previous 22-h.p. car, it has been built at Dagenham.

Sir Malcolm Campbell said that he had tried the new model on a 150-mile drive. He emphasised certain of its points—that its engine was 178lb. lighter than that of the larger 30-h.p. V 8; that in its unusually placed "boot" (which was behind the back seat and which was opened by tilting the seat forward) there was room for two or three suitcases; and that the car could hold six people. Its makers, he said, estimated its maximum speed at 70-75 m.p.h.; downhill he had touched 80 m.p.h. The petrol consumption of the old model had been 19 to 21 miles to the gallon; this model would do 25 to 26, and its mileage per gallon of oil was 2,500. For this, as for previous Ford models, the system of engine exchange would be continued. He had found the steering rather light—it is a little lighter than that of the earlier models, —but this appealed to many people.

Mr. A. Hall, the sales manager of the company, announced the price of the car as £210. At present, he said only a four-door saloon model was being made. A model was shown in the hotel. It has a compact body, partly streamlined. It has no sliding sunshine roof. A good feature of its dashboard equipment mentioned by Sir Malcolm Campbell is its new oil and temperature gauge, by which a red light appears to warn of a sinking in the oil pressure—or an excessive increase in the heat of the engine. The total weight of the car is 23cwt.

MOTOR JOTTINGS

CARS OF 1937

New Wolseleys And B.S.A. Scout

Three new Wolseley models are designed to meet a peculiar demand. The cars are saloons "de ville" of 25 h.p. and 14 h.p. and a sportsman's saloon. In the 25 h.p. "salon de ville" the aim has been to produce a town carriage which could be used as a fast touring saloon.

Good balance in the lines has been achieved. The doors are high and wide, and the back axle has a generous track to give an adequate seat for three persons. When only two travel here a broad softly padded armrest gives lateral support. The widened track allows the springs to be set well apart, and this in turn minimizes any tendency to roll on corners. The front adjustable seats are devised to give proper anatomical support, and there are armrests. The seat springs are assisted with Dunlopillo overlays. There are footrests for the back passengers, all six side window glasses are movable, there are louvres to give ventilation in wet weather, and a sliding roof is fitted. The doors have double safety catches, and the equipment includes ashtrays, electric lights in the quarters, twin tuned horns, dual screen wipers, self-cancelling trafficators, a telescopic steering column with an 18in. spring wheel, and, in addition to two headlamps, two pass lights on the front bumper cross bar, two parking lights, a name badge light, diffused lighting of the instruments, and rear stop, and reversing lights. The 25 h.p. six-cylinder engine is of 3,488 c.c. capacity and is stated to develop 100 h.p. on the brake at 3,800 r.p.m. I have tried the Twenty Five saloon and know that it runs

unusually smoothly, while being fast in acceleration and maximum speeds. Eighty miles an hour can be had on top, and about 60 and 40 on third and second. The price of the 25 h.p. "salon de ville" is £425 and that of the 14-56 h.p. model £295.

The Fourteen saloon is due for review here shortly. Here the capacity of the 6-cylinder engine is 1,818 c.c. The quarter lights are hinged for draughtless ventilation. The sportsman's four-door saloon is on the 25 h.p. chassis and costs £425. This third new model is definitely modern in appearance, being low and graceful, with a length suggestive of speed. It is built to take four persons comfortably, or five if necessary, and there is good space for luggage. There are four doors and the rear ones do not spoil the little look. This is a model which should have a wide appeal to the motorist who likes speed in his car, with a sporting appearance.

B.S.A. SCOUT

The B.S.A. Scout car programme for 1937 is concentrated on the 10 h.p. model in three different body styles. This car was originally brought out as a Nine, and succeeded the B.S.A. three-wheelers, having the same main transmission features, which are now incorporated in the 10 h.p. Scout. This machine has a 4-cylinder water-cooled engine of 1,203 c.c. capacity, and the drive is to the front wheels, by which means a propeller shaft to the back axle is avoided and additionally low build made possible. Other chassis refinements include independent front wheel springing, a chromium-plated sloping radiator grill and front bumper, a flexible form of engine mountings, and a petrol tank at the back with a mechanical worked fuel pump. Sporting lines can be given to the three models by reason of the long bonnet which covers the engine and

NON-SKID ROADS

How Accident Statistics Could Be Reduced

The news that a non-skid surface is to be laid in Victoria Street, London, comes as something of a surprise. Victoria Street has been a death-trap for the unwary for 35 years, and one had grown to accept it as one of the inevitable ills—like mumps and chicken pox—to which flesh is heir.

Let us hope that the resurfacing of Victoria Street is evidence of the awakening of road authorities to the needs of modern traffic. An almost unbelievable amount of nonsense has talked and written concerning the impossibility of making road surfaces reasonably non-skid in wet weather. For many years "The Autocar" has challenged this pessimism. Without claiming an expert knowledge we do not possess, we have asserted that an admixture of some rough substance such as sand, with the surfacing material would give a guarantee against skidding—a guarantee which would be enduring and not merely valid while the top dressing was new.

We repeat that all road could, at reasonable cost, be rendered skid-proof, and we are confident that by making them so the highway authorities would be taking a long step towards what we all desire—the reduction of road casualties.

transmission. The two-seater costs £159 10s., the four-seater sports tourer £169 10s., and a two-seater coupé, complete with recessed traffic indicators, sunshine roof, and other closed car fittings, £185. The makers give the maximum speed as 65/70 m.p.h. The tax is £7 10s.

AVIATION

MAINTENANCE OF AERODROMES

Design Of Utmost Importance

It has been said that the future of aviation lies on the ground, and there is certainly no doubt that the design of aerodromes and airports is a matter of the utmost importance for the efficient operation of air services.

As far as Great Britain is concerned very considerable progress has been made during the last few years in the provision of suitable aerodromes, though previously the country was ill equipped in this direction, many of the sites being left over from the War and proving quite unsuitable for the air travelling public of to-day. The latest examples, however, are second to none and bear comparison with the best work in any country.

Apart altogether from the buildings and equipment at a modern airport, the preparation and maintenance of the ground itself calls for expert knowledge and treatment. In the first place the preparation of the landing ground may entail ploughing and grading with special machines designed for the purpose. As an example, there is a Ransomes rotary scraper for taking away the top soil and transporting it to any required spot, produced by the Ipswich firm of agricultural implement makers; the quantity of earth collected can be varied up to about 27 cu. ft., and when the required amount is in the bowl, collection automatically ceases.

Again, an aerodrome can be efficiently drained without disturbing the surface by means of mole drainers, and these machines can be effectively utilised for burying electric cables up to 1 1/2 in. diameter. The electric light and telephone installations on an aerodrome necessitate many cables, and it is essential for the safety of aircraft that these should, as far as possible, be laid underground.

AIRWAY NOTES IN BRIEF

News Of The Air From All Quarters

The Indian Meteorological Department are now making experiments at Sharjah with pilotless weather balloons which are being sent up at night, the resulting data being communicated to headquarters at Agra.

Figures made available by the Indian authorities show that 10,500,000 letters were sent by air from Great Britain to India during 1935. This compared with 6,000,000 in 1934, and 4,000,000 in 1933.

During the most recent twelve-monthly period for which figures are available, the air-liners of Imperial Airways flew a total distance of 5,000,000 miles, this comparing with approximately 3,000,000 miles for a previous period of 12 months.

Air-lines in the United States carried 968,185 passengers during 1935. This compared with 546,235 for the year 1933.

Twenty-five electric boundary lights are now in operation at the Jodhpur air-station, being about 98 yards apart round the perimeter of a circle 1,000 yards in diameter, leaving a gap for approach to the buildings and hangars.

A full aerodrome lighting equipment has been installed at Penang air-port. This lighting system comprises three floodlights, aerodrome boundary-marking lights, obstruction lights, and an illuminated wind "T".

The cutting of a grass over an extensive area is too obvious a part of aerodrome maintenance to require emphasis, except possibly to add that gang mowers, drawn by tractors, enable large areas to be cut in the shortest possible time, as much as 11 acres an hour being within their scope.

AIR AMBULANCE WORK IN CANADA

Not long ago information was forthcoming as to the rapidly-increasing use of ambulance-planes in Australia, and now data becomes available as to the recent work of similar machines in Canada. During a couple of months, just lately, in addition to many flights by doctors to visit patients in remote areas, the cases reported in Canada included:—a flight of nearly 400 miles with an urgent stretcher case; rescuing a sick man whose distress signals had been observed on the shores of a lonely lake; and a flight of nearly 800 miles to bring in to hospital an Indian who had a badly-poisoned leg.

NEW AIR-PORT FOR NEW YORK

That Governor's land should be converted into an air-port to serve New York is a recommendation which has been made by the American House of Representatives. The island, located just off the lower end of Manhattan, is at the present time an army station. The proposal is to reclaim about 65 acres of land. At present the island is two or three minutes from Manhattan by launch, but there is a scheme for the construction of a traffic tunnel from the Battery to Brooklyn which would be made to pass under the north end of Governor's Island.

LAND-SEA-AIR PORT AT SINGAPORE

With an equipment which will provide the latest facilities for both land and marine aircraft, the new air-port at Singapore is well on the way to completion. A seaplane slipway and hangar for the new Empire flying-boat is taking shape rapidly; while steelwork for the terminal buildings has been erected, and a concrete apron laid. A special system of runways will facilitate the ascent and descent of land machines.

FAST TRAVEL BY AIR AND SEA

Four Thousand Miles In Five Days

Four thousand miles, from New York to Central Europe, in five days! That was the record achieved by the recent test in which a specially-chartered Imperial Airways air-liner met the liner "Queen Mary" at Cherbourg, and flew with a party of passengers via Paris, Zurich, Munich, and Vienna to Budapest.

Further details are now available as to this remarkable demonstration, which showed in a most convincing fashion how fast and luxurious air connections with ocean liners can now be provided to the principal cities of Europe.

As soon as the "Queen Mary" reached Cherbourg, the party which were to make the 1,020 miles' flight to Budapest were conveyed by motor-launch to the aerodrome at Querqueville. After entering the waiting air-liner, the first section of their flight was from Cherbourg to Paris. This stage, 209 miles, was completed in just over an hour and a quarter, at an average speed of 183 miles-an-hour. After being welcomed at the Paris air-port of Le Bourget, the next stage was one of 308 miles to Zurich on a route skirted by the Vosges and Black Forest to the North and the Jura Mountains to the South. Zurich was reached at lunch-time, and those who met the party found it hard to believe that, at breakfast-time that same morning, the aerial voyagers had been over 500 miles away on the "Queen Mary" at Cherbourg.

Next they flew over Lake Constance along a line north of the Bavarian Alps to Munich, a distance of 144 miles, which was covered in less than an hour. After more greetings at the splendid Munich air-port, the party were off again in the direction of Vienna.

FLYING DOCTORS OF AUSTRALIA

What Air-Liner Passengers Saw

When, not long ago, one of the air-liners on the England-Australia route landed at Longreach, the passengers who emerged from its saloon saw that one of the ambulance-planes of the Australian Aerial Medical Service was drawn up in front of the hangar.

The flying doctor who was with the ambulance-plane asked—the passengers of the air-liner whether they would like to see his patient. They said they would, and going to the door of the flying ambulance, saw that the patient, lying inside on a stretcher, was a little girl aged only about three years. This tiny sufferer had, it appeared, sustained burns in an accident at an outlying station and the doctor had flown out to treat her and to bring her in by air-ambulance to hospital.

The air-liner passengers expressed their very great interest at having this opportunity of seeing a practical demonstration of the wonderful work which is being done in Australia by the flying doctors.

This proved a fascinating flight, following the wide curves of the Danube with mountain-peaks stretching away to the south.

It was between Munich and Vienna that the air-liner reached a speed of over 170 miles-an-hour at a height of 7,000 feet. The final 135 miles from Vienna to Budapest was covered in exactly an hour—a wonderful view being obtained from the air of the romantic city of Budapest. This remarkable flight was chronicled the same night by a broadcast from the Budapest wireless station, and by a special commemorative dinner.

MAKERS PROMISE SILENT CARS

Pledge To Minister To Prevent Noise

NEW TASTES IN SPORTS TYPES

Makers of motor-cars have followed the example of motorcycle manufacturers in giving an assurance to the Minister of Transport that they will allow no noisy vehicles to leave their works.

In the Ministry's view, it now only remains to ensure that these vehicles, quiet in themselves, are not made offensive by the way they are handled.

Silence of operation has shown a great advance in recent years. Even sports cars can now be perfectly quiet when running on top gear at the legal speed in built-up areas, and the best remain reasonably quiet when driven at their maximum speed.

The taste for machine-gun or "pom-pom" exhaust noises is dying, and is now mainly confined to the racing track.

But there are motor noises which still need suppression. They are due to:

Thoughtless or selfish drivers who race their engines unnecessarily in suburban roads before starting;

Drivers who climb gradients fast in indirect gears at night; ill-used small sports cars making unnecessary mechanical and exhaust noises through lack of attention;

Light vans driven by youths for suburban tradespeople; and All but the latest and most up-to-date buses.

The Ministry of Transport had threatened to make new regulations enforcing quietness in motor vehicles unless manufacturers took action.

NEW FORD CAR MODEL

More Miles To A Gallon

At a lunch given recently in the Dorchester Hotel by the Ford Motor Company the completion of a new Ford V 8 22-h.p. model was announced. Like the previous 22-h.p. car, it has been built at Dagenham.

Sir Malcolm Campbell said that he had tried the new model on a 150-mile drive. He emphasised certain of its points—that its engine was 1781b. lighter than that of the larger 30-h.p. V 8; that in its unusually placed "boot" (which was behind the back seat and which was opened by tilting the seat forward) there was room for two or three suitcases; and that the car could hold six people. Its makers, he said, estimated its maximum speed at 70-75 m.p.h.; downhill he had touched 80 m.p.h.

The petrol consumption of the old model had been 19 to 21 miles to the gallon; this model would do 25 to 28, and its mileage per gallon of oil was 2.50. For this, as for previous Ford models, the system of engine exchange would be continued. He had found the steering rather light—it is a little lighter than that of the earlier models—but this appealed to many people.

Mr. A. Hall, the sales manager of the company, announced the price of the car as £210. At present, he said only a four-door saloon model was being made. A model was shown in the hotel. It has a compact body, partly streamlined. It has no sliding sunshade roof. A good feature of its dashboard equipment mentioned by Sir Malcolm Campbell is its new oil and temperature gauge, by which a red light appears to warn of a sinking in the oil pressure or an excessive increase in the heat of the engine. The total weight of the car is 23cwt.

MOTOR JOTTINGS

CARS OF 1937

New Wolseleys And B.S.A. Scout

Three new Wolseley models are designed to meet a peculiar demand. The cars are saloons "de ville" of 25 h.p. and 14 h.p. and a sportsman's saloon. In the 25 h.p. "salon de ville" the aim has been to produce a town carriage which could be used as a fast touring saloon.

Good balance in the lines has been achieved. The doors are high and wide, and the back axle has a generous track to give an adequate seat for three persons. When only two travel here a broad softly padded armrest gives lateral support. The widened track allows the springs to be set well apart, and this in turn minimizes any tendency to roll on corners. The front adjustable seats are devised to give proper anatomical support, and there are armrests. The seat springs are assisted with Dunlopillo overlays. There are footrests for the back passengers, all six side window glasses are movable, there are louvres to give ventilation in wet weather, and a sliding roof is fitted. The doors have double safety catches, and the equipment includes ashtrays, electric lights in the quarters, twin tunnel horns, dual screen-wipers, self-cancelling trafficators, a telescopic steering column with an 18in. spring wheel, and, in addition to two headlamps, two pass lights on the front bumper cross bar, two parking lights, a name badge light, diffused lighting of the instruments, and rear stop, and reversing lights. The 25 h.p. six-cylinder engine is of 3.48h.c.c. capacity and is stated to develop 100 h.p. on the brake at 3800 r.p.m. I have tried the Twenty Five saloon and know that it runs

unusually smoothly, while being fast in acceleration and maximum speeds. Eighty miles an hour can be had on top, and about 60 and 40 on third and second. The price of the 25 h.p. "salon de ville" is £425 and that of the 14-56 h.p. model £295.

The Fourteen saloon is due for review here shortly. Here the capacity of the 6-cylinder engine is 1,818 c.c. The quarter lights are hinged for draughtless ventilation. The sportsman's four-door saloon is on the 25 h.p. chassis and costs £425. This third new model is definitely modern in appearance, being low and graceful, with a length suggestive of speed. It is built to take four persons comfortably, or five if necessary, and there is good space for luggage. There are four doors and the rear ones do not spoil the little look. This is a model which should have a wide appeal to the motorist who likes speed in his car, with a sporting appearance.

B.S.A. SCOUT

The B.S.A. Scout car programme for 1937 is concentrated on the 10 h.p. model in three different body styles. This car was originally brought out as a Nine, and succeeded the B.S.A. three-wheelers, having the same main transmission features, which are now incorporated in the 10 h.p. Scout. This machine has a 4-cylinder water-cooled engine of 1,203 c.c. capacity, and the drive is to the front wheels, by which means a propeller shaft to the back axle is avoided and additionally low build made possible. Other chassis refinements include independent front wheel springing, a chromium-plated sloping radiator grill and front bumper, a flexible form of engine mounting, and a petrol tank at the back with a mechanically worked fuel pump. Sporting lines can be given to the three models by reason of the long bonnet which covers the engine and

NON-SKID ROADS

How Accident Statistics Could Be Reduced

The news that a non-skid surface is to be laid in Victoria Street, London, comes as something of a surprise. Victoria Street has been a death-trap for the unwary for 35 years, and one had grown to accept it as one of the inevitable ills—like mumps and chicken pox—to which flesh is heir.

Let us hope that the resurfacing of Victoria Street is evidence of the awakening of road authorities to the needs of modern traffic. An almost unbelievable amount of nonsense has talked and written concerning the impossibility of making road surfaces reasonably non-skid in wet weather. For many years "The Autocar" has challenged this pessimism. Without claiming an expert knowledge we do not possess, we have asserted that an admixture of some rough substance such as sand, with the surfacing material would give a guarantee against skidding—a guarantee which would be enduring and not merely valid while the top dressing was new.

We repeat that all road could, at reasonable cost, be rendered skid-proof, and we are confident that by making them so the highway authorities would be taking a long step towards what we all desire—the reduction of road casualties.

The two-seater costs £159 10s., the four-seater sports tourer £189 10s., and a two-seater coupé, complete with recessed traffic indicators, sunshade roof, and other closed car fittings, £185. The makers give the maximum speed as 65/70 m.p.h. The tax is 27 10s.

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CARLES "SWENONIS"

"LIBEL RACKET"

Restriction Of Free
Criticism

AMENDMENT OF THE LAW URGED

The annual conference of the Institute of Journalists opened in Edinburgh recently. Mr. Hugh Dawson, Edinburgh, presiding. Messages were read to the conference from the Duke and Duchess of Gloucester, Lord Tweedsmuir (Governor-General of Canada), Dr. Nicholas Murray Butler (New York), and Sir Archibald Sinclair.

Mr. Dawson, in his presidential address, said there seemed to be a tendency in the Courts of law, and particularly on the part of English Juries, to regard newspaper faults which came under their notice as calling for vindictive punishment. The law of libel in England, as at present construed, had in many cases proved grievously unjust to newspaper defendants. The alleged libel, in 99 cases out of 100, resulted from a mistake, and in many cases arose out of a statement, the inaccuracy or implications of which could not have been guarded against.

"The present 'state of the law,'" said Mr. Dawson, "is calculated to restrict the scope of free criticism, and to give newspapers pause before they set out to expose a public scandal. An English Judge not long deceased said he knew there was a large number of fraudulent and undesirable persons who remained unexposed because of the severity of the rules of law with respect to defendants in cases of defamation, and he described the circumstances of many attempts to extort damages from newspaper proprietors as 'little better than disguised blackmail.'"

DRAFT OF A BILL

Mr. Dawson stated that amendments of the law, which reason and justice demanded, were to be found in a Bill drafted by Mr. Kenneth Henderson under the auspices of the Empire Press Union. On behalf of the Institute of Journalists he affirmed support of the measure. The Bill would place the law of libel more or less on the same basis as the law of slander, and would give the Judge some wider discretion in the matter of costs. Another provision of the Bill would make it no longer profitable for solicitors to promote trivial litigation. Nothing in the Bill would interfere with the right of all citizens to have their reputations unassailed by false imputations.

In endeavouring to put reasonable restrictions on what had been described as "the libel racket," journalists had a joint interest with their employers, and it was their duty to invoke public support for a measure which would remove a serious blemish from the law.

CRITICISM OF B.B.C.

Among the resolutions submitted at the conference was one viewing with apprehension the course which the relationship of the British Broadcasting Corporation to professional journalism was taking, and calling on the council of the Institute of Journalists to take all steps necessary to safeguard the profession from the encroachments of broadcasting, and to protect the members of the Institute from any actions on the part of the B.B.C. which might menace their livelihood.

Mr. Harold Foulkes, London, in moving the resolution, said the London district wished him to emphasize that it would not take the course it had if it had not been for the most profoundly disquieting information which reached it from sources which were usually reliable. These rumours were of a serious character, and it was better that any agitation should be ventilated and not left to poison as was at present the case in certain circles in London.

Briefly, their charge against the B.B.C. is that the allegations were trustworthy, was that, not satisfied with the monopoly conferred on them by Parliament, the B.B.C. were seeking to employ something suspiciously like intimidation with regard to members of their profession in order that their monopoly might be extended to the printed word. It was alleged that in the case of correspondents of newspapers who had been unduly frank in comment on B.B.C. activities representations had been made to editors and news editors of the papers concerned that the correspondents were not exactly reliable and giving hints in diplomatic language, but quite unmistakable, that if these views were continued it was feared that the B.B.C. sup-

IMPROVEMENTS

New Body Styles For
Wolsley Models

There will be no change in the range of Wolsley cars for 1937, so far as concerns the various models current of late, but the choice of purchasers is being extended in the case of the 14-56 h.p. Six and the 25 h.p. Super-Six by the introduction of new and additional body styles.

Supplementing the saloon of the smaller model, there is a new body known as the "saloon de ville." For the 25 h.p. chassis there is a similar but larger body, and another new one known as the "sportsman's saloon."

With four doors and six lights the 25 h.p. saloon de ville is a roomy five-seater, equally suitable for touring as for town use. It has Dunlopillo overlays for the cushion springs and Vaumoi hide upholstery. To increase the width of the rear seat a winter wheel truck is used—81in. instead of 56in. There are side arm-rests at the front and rear, and a folding central arm-rest as well as folding foot-rests at the back. A sliding roof is standard, while all windows, including the quarter lights, have winders and glass louvres.

LUGGAGE ACCOMMODATION

Something different from usual occurs in the provision for luggage. At the rear a locker projects slightly from the outboard panel, with the enclosed spare wheel recessed in its bottom-hinged door. The latter is not used as a platform for extra luggage, but folds down to a wide angle and is there held by "stops"; it enables the capacity of the roomy boot thus exposed to be increased, for, if desired, the area of the floor of the compartment can be extended by means of a hinged and folding board.

Protection for luggage carried with the locker door open is afforded by a spring-loaded waterproof cover that extends on the roller-blind principle.

A remarkably generous equipment includes a pair of driving lights located below the level of the headlamps; there are, therefore, six front lights of three different sizes, the extra pair being extremely useful in fog. Hydraulic four-wheel jacks are fitted, as on all Wolsley cars for 1937. The price of this car is £425. The 14-56 h.p. chassis with the saloon de ville body is £235, the body differing only in dimensions and in the quarter lights being of the vertically hinged variety instead of the winding type.

SPORTSMAN'S SALOON

The 25 h.p. sportsman's saloon is a four-door four-light body, and has "close coupled" front and rear seats, though there is still ample leg-room for even tall adults. Entrance to the rear compartment is facilitated owing to the doors extending back alongside the seating. These doors, like the front ones, carry arm-rests, those at the front being adjustable as to height.

The four side windows are in two sections, the main-part of each is adjustable by winders as usual, the remainder being a vertically hinged ventilating panel; in the front doors these panels are in front of the winding section, but in the rear doors they are behind it and give a wider choice of ventilating points than usual.

Luggage accommodation on this sportsman's saloon is in the form of a large boot that projects considerably beyond the seating and carries the enclosed spare wheel on its back panel. With this body the 25 h.p. Wolsley is the same price as the new saloon de ville—viz., £425.

CHIEF SCOUT'S DAUGHTER TO MARRY

Miss Betty St. Clair Baden-Powell, younger daughter of Lord Baden-Powell, the Chief Scout, is to marry Mr. Gervas Robert Clay, District Officer in the Administrative Service of Northern Rhodesia, at Bentley Parish Church. They met in a liner in May.

ply of information might cease. At least two important newspapers had replied to such representations expressing their entire confidence in their correspondents, but it was alleged that in more than one instance the result had been that the correspondents had been replaced. The resolution was adopted.

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AIR-LINERS OF IMPERIAL AIRWAYS

Machines In Construction
And Operation

To study details of the air-liners of Imperial Airways now in construction and operation is to obtain interesting sidelights on the progress of British design in the evolution of passenger-carrying flying-boats and land-planes. Take, for example, the new flying-boats of the Empire type, the first of which, "Canopus," has recently been carrying out trials. With a crew of five, and a mail-load of approximately 3 tons, these air-liners will provide accommodation for 24 passengers on day stages and 16 on night flights. Driven by their four engines at a speed of approximately 200 miles-an-hour, they will, when fully-loaded, weigh

just on 18 tons. Flying-boats of the "Scipio" class, operating on Mediterranean sections of the Africa, India, Eastern, and Australia routes, weigh 14.5 tons fully-loaded, and in addition to crew, fuel, mails, and freight, provide accommodation for 16 passengers.

Turning from marine aircraft to land-planes, a fleet of 12 giant 4-engined monoplane air-liners which will fly at approximately 200 miles-an-hour, and which will weigh when fully-loaded in the neighbourhood of 18 tons, are now in construction for Imperial Airways.

Among the land-planes of the Company in regular service on the various routes are well-known air-liners of the "Hercules" and "Hannibal" class, the former being used on European services, and the latter on the Africa and India routes. These air-liners, when fully-loaded, weigh 13.4 tons. Thirty-eight pas-

sengers are carried in the "Hercules" machines, and 24 in those of the "Hannibal" type. Another type of large land-plane is the "Scylla" class, which provides saloon accommodation for 39 passengers.

Flying on the Africa, India, and Eastern services are monoplane air-liners of the "Atalanta" class. These have a speed of 155 miles-an-hour, and are driven by four engines, each of which develop 340 horse-power. Then there are the four-engined land-planes of the "Diana" class, as used by Imperial Airways on certain of Continental and Empire routes, and Qantas Empire Airways between Singapore and Brisbane, and by Railway Air Services on internal services in the United Kingdom. The engines of these machines each develop 200 horse-power. The aircraft weigh when fully-loaded 4.5 tons, and carry ten passengers at 175 miles-an-hour.

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PUBLIC AUCTION

THE Undersigned have received instructions

To Sell by

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ON

THURSDAY, OCT. 8, 1936

COMMENCING AT 5.15 P.M.

At Their Sales Room,

DUDELL STREET

A VALUABLE
COLLECTION OF POSTAGE
STAMPS

ON VIEW FROM WEDNESDAY,
THE 7TH OCTOBER, 1936.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS

TO-DAY'S RADIO PROGRAMMES

Broadcast By Z.B.W. On 355 Metres

12.30-2.15 p.m.—European Programme.

12.30 p.m.—A Concert.

1 p.m.—Local: Time Signal and Weather Report.

1.03 p.m.—Concert Waltzes.

1.25 p.m.—Reuter Press, Rugby Press, Local: Weather Forecast, Time and Announcements.

1.40 p.m.—Relay—Rotary Club Tiffin Speech from the Hong Kong Hotel Roof Garden—Mrs. Mary Barker on "Child Welfare."

2.10 p.m. (Approx.)—Close Down.

4-7 p.m.—Chinese Programme.

7-11 p.m.—European Programme.

7 p.m.—Essie Ackland (Contralto) and Yehudi Menuhin (Violin).

1. Aria—Che Faro Senza Euridice ("Orfeo ed Euridice") (Gluck).

2. Violin Solo—"Zar's Bride" (Korsakov).

Violin Solo—Campanella, Op. 7 (Paganini).

3. Song—A Song of Thanksgiving (Allstén).

Song—Sweet and Low (Barnby).

4. Violin Solo—Allegro (Flocco).

Violin Solo—La Capriciosa (Ries).

5. Song—Homing (Del Riego).

Song—Coming Home (Willmot, arr. Wilbey).

7.30 p.m.—Closing Local Stock Quotations.

8 p.m.—Local: Time Signal, Weather Report and Announcements.

7.33 p.m.—From the Studio.

"The New Z.B.W. Dance Orchestra."

Programme.

1. Man from Harlem.

2. Alone.

3. Valdivostock—(Special arrangement by S. Andres).

4. Please Believe me.

5. How 'm I doin'.

6. Home on the Range—(Waltz).

7. Gotta Bran' New Suit.

8. What's the name of that song!

9. I wanna woo.

10. Did I remember.

11. Sax Holiday.

13. Nobody's Sweet-heart.

8.20 p.m.—Old Musical Comedy Gems by the Light Opera Company.

1. "The Cat and the Fiddle."

2. "C. B. Cochran's 1930 Revue."

3. "The New Moon."

8.40 p.m.—From the Studio.

A Beethoven Recital by Luba Shufaitin, (Pianoforte).

1. Sonata Op. 109.

(a) Vivace.

(b) Prestissimo.

(c) Andante.

(d) Variations.

2. Rondo from Sonata Op. 13 (Pathétique).

8 p.m.—News and Announcements from London.

9.20 p.m.—"May Night"—Overture (Rimsky-Korsakov).

9.30 p.m.—"Hawatha's Wedding Feast"—(Coleridge-Taylor) Sung by the Royal Choral Society.

10 p.m.—A Relay from London.

Big Ben: Talk: "Foreign Affairs" by Sir Frederick Whyte, K.C.S.I., L.L.D.

10.16 p.m.—A Variety Programme.

Piano Solo—Gerry Building.

Piano Solo—May Write Blues—Gerry Moore.

Song—River Man—Dinah Miller.

Instrumental—Quivering Quavers—Fox-Trot Intermezzo—Otto Dobrindt and his Piano-Symphonists.

Song—When I'm With You—"Poor Little Rich Girl"—Leslie Hutchinson.

Accordion Solo.—Woodland Flowers—Viljo Vesterinen.

Song.—Frankie and Johnny—Helen Morgan.

Band—Mood Indigo—Joe Paradise and His Music.

Song—Lucia—The Vagabond Lover (Tenor).

Piano Solo—I've got two lips—Gerry Moore.

Violin Solo.—Daybreak—Albert Sandler.

Humorous.—He was a Gentleman's Gentleman—Michael Carr.

Instrumental.—Cielito Lindo—Ferreira and Paaluhl (Hawaiian Guitar).

11 p.m.—Close Down.

BERLIN PROGRAMME

1.05 p.m.—Call DJA, DJB (German, English).

German-Folk Song.

1.10 p.m.—A Musical Miscellany.

2 p.m.—News in German.

2.15 p.m.—Musical Miscellany (continued).

2.55 p.m.—Greetings to our listeners in New Zealand.

3 p.m.—News and Economic Review in English.

3.15 p.m.—To-day in Germany. Sound Pictures.

3.30 p.m.—We announce the New Month.

4.15 p.m.—"Adagio fears."

A variety hour.

5.30 p.m.—News and Economic Review in German.

5.45 p.m.—Little German Reader.

6 p.m.—Songs by Schubert.

Johanna Egli.

6.15 p.m.—Sign off DJA and DJB (German, English).

6.55 p.m.—Call DJE and DJB (German, English).

German Folk Song.

7 p.m.—Concert of Light Music.

8 p.m.—News in English.

8.15 p.m.—Greetings to our listeners in the Netherlands East Indies and Call DJQ.

8.20 p.m.—Concert of Light Music (continued).

9 p.m.—News and Economic Review in German.

9.15 p.m.—Passacaglia for two pianos by Karl Walter Meyer.

Willi Hahn, Walter Thiele.

9.30 p.m.—Folk Song Singing by the Hitler Youth.

9.45 p.m.—A Little German Reader.

10 p.m.—News and Economic Review in English on DJE, DJQ in Netherlands on DJB.

10.15 p.m.—To-day in Germany. Sound Pictures.

10.30 p.m.—"Born to see, and called to look."

Music and Poetry.

11.15 p.m.—Solo Concert: Leo Petroni, Violin. Sonata Op. 105 by Schumann; Malaguena by Albeniz; Caprice by Paganini.

11.45 p.m.—The Record Goblin.

12 midnight—Close DJE, DJQ, DJB (German, English).

RADIO MANILA

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air, conducted by Don Alva.

7 a.m.—Sign Off.

9.30 a.m.—Nelson Financial Review and Musical Varieties.

11.15 a.m.—Sign Off.

2.30 p.m.—Nelson Financial Review and Musical Varieties.

3.45 p.m.—Sign Off.

6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.

6.20 p.m.—Spanish Informational Period.

6.35 p.m.—English Informational Period.

6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.

7 p.m.—Radio Crusaders, conducted by Bernie Nolasco.

7.30 p.m.—To be announced.

7.45 p.m.—Oriental Classic Trio and Alma Corro (Chain KZEG).

8 p.m.—To be announced.

8.15 p.m.—Commercial Monitor.

8.30 p.m.—Song Recital by Charmain Boomer.

8.45 p.m.—Stock Quotations and Local Market Reports.

9 p.m.—"Sampaguita," conducted by Remigio Mat. Castro.

9.30 p.m.—Musical Potpourri.

10 p.m.—Sign off.

HITLER SPEAKS
TO NATIONAppeal To Pull
Together

Berlin, Oct. 4.

On the occasion of the thanksgiving festival of the Bueckeberg, Chancellor Hitler delivered a speech, and, amid enthusiastic cheers, began:

"When we look around in the menacing world, we see nothing but unrest, insecurity, hate and unbridled passion. Germany is wedged between this world, which everybody feels is going towards a tragic destiny. Willingly or not, we are part of it, and therefore value more than ever our own order in domestic affairs. And urgent tasks to be accomplished, it is all the more necessary to maintain this order at all costs."

"Whatever happens, nothing must interfere with this order, neither economic nor political reasons. We cannot let the individual do what he wants—first in consideration is the command of the community to perform the duty to the nation."

"The peasant cannot strike and say he will supply no more milk, just as the factory worker can also not say 'What has a peasant got to do with me?' Now more than ever it is necessary to make an appeal pull together more than hitherto. The more we pull together, the stronger we will become. We will remain a united nation, and nobody in the world can overcome us."

"There must be nothing but productive work, and no speculation. You see in me the man, who with ruthless resolution will protect the higher interests of the nation against the individual. I will not tolerate any person coming and saying 'I alone decide the prices for my goods.' Is it not better to organize the economic life in such a way that there is a definite relationship between wages and prices, than that the latter are dictated at random? And then afterwards restoring the old state of affairs by means of a devaluation? Our policy for wages and prices must be stable and constant, and as long as I am at the head of the State I will successfully defend the sensible national self-maintenance against such madness."

Trans-Asian News Service.

U. S. DIPLOMAT
PASSESMr. Jesse Isador
Straus

New York, Oct. 4.

Mr. Jesse Isador Straus, until recently United States Ambassador to Paris, died here to-day—*Reuter*.

Jesse Isador Straus, the American business man who became an Ambassador, was born at New York in January, 1872. He studied at Harvard where he took his B.A. degree in 1893. His father and mother were drowned in the Titanic disaster in 1912.

Straus joined the dry goods firm of R. H. Macy and Co., started at the bottom of the ladder, determined to learn all the details of the business, and by 1919 had become its president. He and his two brothers managed the great store which employs 10,000 people.

In search for novelties—new goods or new models—he travelled much in Europe, especially in France, Germany, England and Spain. He speaks several languages.

He was a collector and also a politician. A strong Democrat, he supported Roosevelt's campaign for the Presidency by speeches and generous gifts to the party funds. During the banking crisis in the spring of 1933 he did his best to exert a calming influence.

Straus provided the funds for extensions at Harvard University, of whose Board of Overseers he was a member. He also belongs to the Council on Foreign Relations, the Foreign Policy Association and the American Academy of Political and Social Science. His business interests included directorships in the New York Life Insurance Co. and the North British and Mercantile Insurance Co. He is also a trustee of a savings bank and a hospital—*Reuter*.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from
THE REGISTRAR, SUPREME COURT,

To Sell by

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TUESDAY, OCT. 6, 1936

At 12 O'CLOCK NOON

At Their Sales Room

DUDELL STREET.

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of Cassim Ahmed of No. 64,
Nathan Road, Ground Floor.

TERMS:—CASH ON DELIVERY.

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ON VIEW FROM MONDAY,
THE 5TH OCTOBER, 1936.

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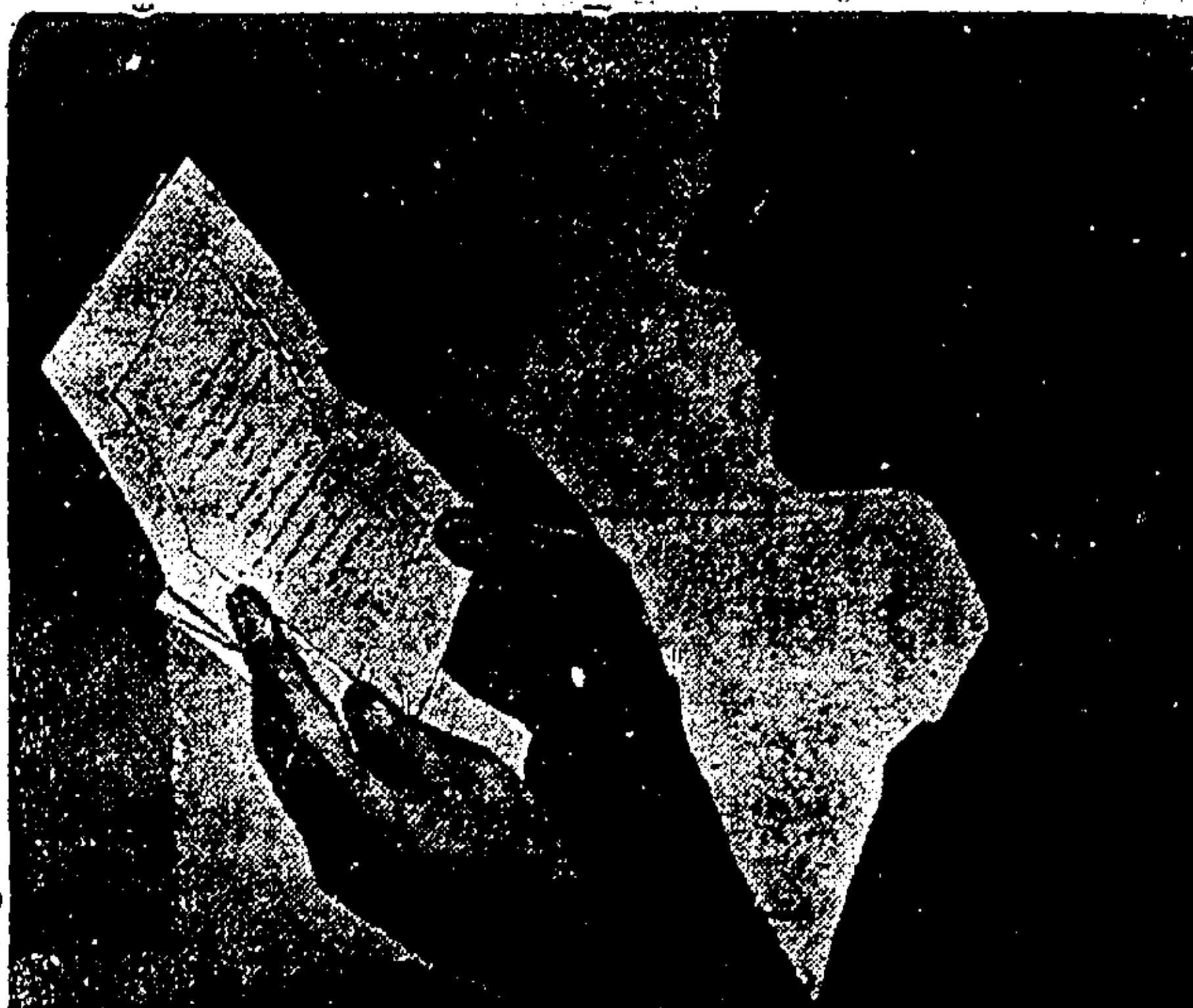
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"MURDER OF DR. HARRIGAN"
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2 SHOWS DAILY 2.30-5.15 7.15-9.30

2 DAYS ONLY TO-DAY • TO-MORROW

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CHARLIE IS A SLEEP WALKER
HE DOES THE STRANGEST THINGS AT NIGHT!
When the moon comes up, he comes out and the fun begins, his dream becomes a nightmare of laughs!



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CHARLIE CHAPLIN
HIS LATEST "MODERN TIMES"
COMEDY

SPECIAL! GRAND BENEFIT THURSDAY PERFORMANCES

We are donating our entire receipts for all performances on Thursday Oct. 9th of CHARLIE CHAPLIN'S "MODERN TIMES" to the Chinese Chamber of Commerce in aid of the Chung-Kai-shek aeroplane fund.



HONG KONG'S
GIFT TO
MARSHAL CHIANG KAI-SHEK
ON HIS 50th BIRTHDAY

MATINEES: 20c-30c • EVENINGS: 20c-30c-50c-70c

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—"The Ghost Goes West"
QUEEN'S:—"The Bride Walks Out"
ORIENTAL:—"Early To Bed"

Kowloon

ALHAMBRA:—"The Poor Little Rich Girl"
MAJESTIC:—"Song and Dance Man"
STAR:—"Come Out Of The Pantry"

Coming

KING'S:—"La Vie Parisienne"
QUEEN'S:—"Murder of Dr. Harrigan"
ORIENTAL:—"Modern Times"
ALHAMBRA:—"Bar 20 Rides Again"
STAR:—"Preview Murder Mystery"
MAJESTIC:—"Fang and Claw"

"COME OUT OF THE PANTRY"

After seeing Jack Buchanan as the happy-go-lucky Jack Brewster feverishly squandering a fortune in "Brewster's Millions" it comes as no surprise to find him putting his money in the wrong bank in his latest film, "Come Out of the Pantry," which is showing at the Star Theatre to-day.

Supporting Buchanan is the beautiful Hollywood star, Fay Wray, who makes her role stand out by sheer artistic ability and charm. Among the rest of the cast are James Carew, Olive Blakeney, Fred Emney, Ronald Squire, who is in his most polished vein as the faithful butler, Marie O'Neill and Ethel Stewart. This is a British picture directed by Jack Raymond.

"SONG AND DANCE MAN"

There's many an interesting sidelight to the careers of old time song and dance teams, but none have ever compared to the absorbing story revealed in George M. Cohan's successful stage play, "Song and Dance Man."

After embellishing this famous story with new laughs, songs and pathos, 20th Century-Fox presents the modernized screen version of this successful stage play to-day at the Majestic Theatre. "Song and Dance Man" features Claire Trevor, Paul Kelly and Michael Whalen. Other stellar performers in the large cast are Ruth Donnelly, James Burke, Helen Troy and Lester Matthews.

"THE BRIDE WALKS OUT"

Coming to the screen in a new kind of role into which she ably dovetails her extensive range of talents, Barbara Stanwyck is starred in "The Bride Walks Out," a gay and breezy romantic comedy, in which she is seen with two of the screen's foremost leading men, Gene Raymond and Robert Young.

Miss Stanwyck's bow in a comedy of the type of "The Bride Walks Out" is furthered by the appearance of Ned Sparks and Eugene Pallette, by popular request for one day only.

The film reaches a surprise climax when Martin, who has decided to use the ghost to publicize Martin's Fine Foods, holds a reception for the press in the ludicrously restored and modernized castle.

Elsa Lanchester, and Patricia Hilliard are also prominent in the cast of the film which is released through United Artists.

BIRTHDAY GIFT FOR CHIANG KAI-SHEK

The proceeds taken at all four performances of "Modern Times" (Charlie Chaplin) at the Oriental Theatre on Thursday will be donated towards the funds for the purchase of an aeroplane for Generalissimo Chiang Kai Shek on the occasion of his 50th birthday. All local leading Chinese business houses are contributing towards the fund.

HOMAGE TO A FILM STAR

Miss Dietrich
Passes By

SALAAMS AT
DENHAM

"I Like To Die"

Marlene Dietrich, beating Fred Astaire's record by a narrow margin, gave me a non-stop two-minute interview in a Denham corridor, writes a London film correspondent.

As we talked, we were hurrying towards the stages. Doors opened miraculously in front of us. Heads peered out of dressing-rooms to stare at us. Executives stood back to let us pass. Miss Dietrich's eyes swept from side to side, very slowly, under dropped lashes. She smiled the secret smile that von Sternberg likes to shoot through gauzes. It was impossible, fantastic, like a scene in a dream.

Dietrich I had learnt from the studio call-sheet earlier in the day was to be on the set at 2 p.m. for a costume test. I got on to the set. Never mind how, but I got there. Twenty-six people were waiting to shoot the test, including one director, one producer, one production manager, one interpreter, one Paris dress designer, one hairdresser, one script clerk, six electricians, and me.

2 1/2 HOURS LATE

For two hours we sat and stared at the scene, a boudoir set, with red armchair, small occasional table, pink and blue flowers in stiff vases. It looked bare and somehow ill at ease. Nobody walked on it, except when an assistant director stepped forward and reverently set the angle of a rug.

We waited two and a half hours, two and three-quarters. At 4.45 precisely Miss Dietrich came. She made her entrance on Korda's arm, rather a tall woman, draped in brown furs, hatless, looking unreal and lovely.

We rose to our feet like a congregation, stood to attention as she passed through. Afterwards I heard one man say to himself in a surprised whisper, "Why the hell did I do that?"

Miss Dietrich passed straight through the set and disappeared. We sat down again to our waiting. Ten minutes later I sought out Korda.

"Alex," I said "I must see Dietrich."

He shrugged his shoulders.

"I, too," he said. "But I cannot find her again. Nobody can find her."

"Let's hunt," I said. We did. A LITTLE EXERCISE

We raced up and down the studio, gathering helpers in every corridor. Korda's long stride set the pace. I followed, trotting. Zoltan Korda came behind, Wally the wardrobe master, hurled his bulk along beside us. Cunyng-hame, the studio manager, cut corners and got there first.

"Do you know that these corridors are a third of a long?" asked Alex contemptuously at one point in the marathon, more to himself than me.

We ran for miles, following every rumour of Dietrich's passage. We looked in her dressing-room—all pale wood, and blue glass-topped tables, pink satin cushions, pink roses, a refrigerator, a bath. She was not there, only a new electric hair-dryer waiting solitary in her anteroom.

We looked in Bergner's dressing-room, on Pommer's set, on Walter Reisch's set. We tried, rather hopelessly the canteen and the restaurant. We looked on the lot, where the old-fashioned barouche in which she was to ride for the film was being solemnly driven round and round, to accustom the horse to its jingling harness. When we got back to her dressing-room she was there. Korda tapped at the inner door, called "Marlene" through the panels.

TWO-MINUTE INTERVIEW
"I am dressing. In a moment I shall be ready," said the slow Dietrich voice. A lovely hand and bare arm was thrust round the door, palpably for someone to kiss. Korda, doing the honours, kissed gallantly.

She came out, at last in an evening gown of black tulle, trimmed with mauve ruffles; a white flower on her shoulder, a mauve flower in her hair.

Her eyes slid round the room, rested on me questioningly. Alex, his duty done, had gone. Zoltan, Korda came to the rescue. "Marlene, set night dress," he began, and presented me. The beautiful,

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 6.

Anniversaries and Holidays.—St. Bruno.
Auctions.—Household Furniture, 35 Hankow Road, Kowloon, 2.30 p.m.
Cinemas.

King's:—"The Ghost Goes West."
Queen's:—"The Bride Walks Out."
Oriental:—"Early To Bed."
Alhambra:—"Bar 20 Rides Again."
Majestic:—"Song and Dance Man."
Star:—"Come Out Of The Pantry."
Lectures.—Mr. Gerald Sydney, at University, 5.30 p.m.
Meetings.—Executive Committee, of Badminton Association, at S. C. M. Post Board Room, 5.30 p.m.; St. John's Cathedral Mothers' Union, Cathedral Hall, 3.00 p.m.; St. Andrew's Church Mothers' Union, 3.00 p.m.

Miscellaneous.—Rotary Club, Hong Kong Hotel (Ladies' Day); Talk by Dr. F. Hume on Hong Kong Telegraph Amateur Photographic Competition, Gloucester Hotel, 5.30 p.m.
Rehearsals.—Hong Kong Singers, "King Olaf" (Eggar), Union Church, Kennedy Road, 5.30 p.m.
Social.—Cheero Club Whist Drive, 9 p.m.

Sports.
Billiards.—Steel Coulson's League, Dockyard R.C. v. Catholic Union; R. W. Fuellers v. R. E. Mess; Civil Service C.C. G. S. Mess.
Hockey.—Kowloon Indians, v. Y. M. C. A. (Marina), 5.15 p.m.; Nomads v. Police "B" (Marina), 5.15 p.m.
Moon.—VIII Moon, 21st Day.

WEDNESDAY, OCTOBER 7.
Anniversaries and Holidays.—Jewish Hoshana Rabbah.

Cinemas.
King's:—"La Vie Parisienne."
Queen's:—"Murder of Dr. Harrigan."
Oriental:—"Early To Bed."
World:—"Chinese Picture."
Alhambra:—"Bar 20 Rides Again."
Majestic:—"Song and Dance Man."
Star:—"The Preview Murder Mystery."

Dances.—Reel Practice, at Helena May, 5.30 p.m.

Meetings.—Monthly, of Hong Kong Football Association Council, 5.30 p.m.; Cricket League Committee, at H.K.C.C., 5.15 p.m.; St. John's Cathedral Women's Guild, meet at Cathedral Hall, 3.00 p.m.

Dances.—Cheero Club Dance, 8 p.m.
Meetings.—Kowloon Union Church Women's Guild, 10 p.m.
Miscellaneous.—Annual Exhibition of Entries in Hong Kong Telegraph Amateur Photographic Competition, Gloucester Hotel; Children's Club (Police Branch, M.C.L.) holds Annual Sale of Work at Police Recreation Club, 3.30 p.m.

Rehearsals.—Y. M. C. A.'s first rehearsal of "Jack and the Beanstalk," 7.45 p.m.
Social.—Cocktail Party and Presentation to Lieut. Col. H. B. L. Dowling, O.B.E., at Volunteer Headquarters, 6.00 p.m.; Whist Drive, Sailors' Home and Seamen's Institute, 9.00 p.m.; Kowloon Tong Women's Guild Whist Drive, in St. Andrew's Hall, 8.45 p.m.

languid eyes considered, accepted me. She smiled just a little, offered me scarlet-tipped fingers.

"Come," she said. Then began that fantastic journey down the corridors to the stages. We were alone, the body-guard half a pace behind us. I knew I had precisely two minutes to break the silence of which she was so completely mistress.

"These costume tests," I began, striking out wildly. "Do you make them in Hollywood?"

"In Hollywood we have not time," she answered briefly. Not encouraged, I tried another line.

DONAT ILL.
"This picture—'Knight Without Armour'—do you begin work on it soon?"

"On Monday."

"With Donat?"—"Yes."

"Is he there?"—"No."

"He's ill, isn't he?"—"Yes."

"What's the matter?"

"Asthma," she said, making the word seem somehow exotic. We rounded a corner. I tried again.

"The ending is sad, isn't it?"—"Yes."

"You die?"—"Yes."

"You like it that way?"—"Yes. I like to die."

We passed through a crowd of extras. We were getting near the set. I made one last attempt at a conversational opening.

"Miss Dietrich," I said boldly. Your part in the book was a very small one. Has it been rewritten for the picture?"

She didn't bat an eyelid, but I felt the atmosphere suddenly become electric.

"It is still a small part. I like to play small parts. I prefer not to be on the screen the whole time."

KINKY

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JEAN PARKER EUGENE PALLETTE
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as ALEXANDER KORDA production
A London Film • Released thru United Artists

TO-MORROW "LA VIE PARISIENNE"
United Artists Release with CONCHITA MONTENEGRO-NEIL HAMILTON

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1 DAY AND TO-MORROW



THURSDAY AND FRIDAY
FRANK BUCK'S "FANG AND CLAW"

COX NEEDS A LONG REST

George Cox, Fulham's centre-forward, who came from Arsenal, had exceeded all expectations. There was no doubt he would have continued with the task of leading

the Fulham attack—a job in which so many accomplished footballers in recent years have failed—had he not been hurt.

Cox may be absent from the game—days, weeks or even months. The chief prescription for his particular form of injury is rest.

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IN JAPAN—

ATAMI— ATAMI HOTEL MEMPHI HOTEL	KARUIZAWA— *MAMCHI HOTEL *MUKASA HOTEL	NAGOYA— NAGOYA HOTEL	SHIMONOSEKI SANTO HOTEL TAKARAZUKA (near Kobe) TAKARAZUKA HOTEL
BEPPU (Kushu)— KIMENI HOTEL OBUZENJI (Nikko) LAKE KIDE HOTEL FUKUOKA KYOSHINTEI HOTEL	KOSHIEH (midway between Osaka and Kobe) KOSHIEH HOTEL KOBEL— ORIENTAL HOTEL Tob Hotel KYOTO— KYOTO HOTEL MIYAKO HOTEL KYOTO STATION HOTEL	NARA— NARA HOTEL NARA HOTEL	TOKYO— INTERNET HOTEL MEMPHI HOTEL OMORI HOTEL TOKYO RAILWAY HOTEL
GIFU— NAGARAWA HOTEL	KYOTO— KYOTO HOTEL MIYAKO HOTEL KYOTO STATION HOTEL	OSAKA— DOSEI HOTEL HOTEL NEW OSAKA OSAKA HOTEL	UNZEN— KYUSHU HOTEL YUNKEI HOTEL SHINTU HOTEL UNZEN HOTEL UNZEN KANZO HOTEL
KAMAKURA— KAMIKOCHI KAMIKOCHI (Japan Alps) *KAMIKOCHI INTERNET HOTEL KARATSU (near Fukuoka) KARATSU STATION HOTEL	MATSUBISHI— *PARK HOTEL MIYAJIMA— MIYAJIMA HOTEL MIYANOSHITA (Hakone)— FUJITA HOTEL	OTSU (near Lake Biwa) HOTEL LAKE BIWA SAPPORO— SAPPORO GRAND HOTEL	YOKOHAMA— HOTEL NEW GRAND

IN TAIWAN (FORMOSA)—

TAIPEI— TAIPEI HOTEL TAIPEI HOTEL	HSINKING— YAMATO HOTEL DAIREN— YAMATO HOTEL BOSHIGAU— YAMATO HOTEL	IN MANCHUKUO— HOTEN (Mukden) YAMATO HOTEL BYOJUN (Port Arthur)— YAMATO HOTEL
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EMBEZZLEMENT CHARGES

Canvasser Faces Magistrate

Fung Wing-foo, 24, canvasser, was brought before Mr. S. F. Balfour at the Central Police Court yesterday charged with embezzling \$33.95 on September 30, received by him from Messrs. D. Chellaram, and embezzling \$25.00 received by him from the Colonial Dispensary.

The complainant was Wong King Yau, manager of Wing Tai Printers, 50, Bonham Strand.

Acting Inspector Hopkins prosecuted. The defendant admitted taking the money.

The defendant was remanded for 48 hours.

MONEY SNATCHED FROM HAND

Culprit Gets Smart Prison Term

Lau Fun, 24, was charged before Mr. W. Schofield, at the Central Police Court yesterday, for snatching from Cheung Lo, accountant of the Sui Cheung money changers, the sum of \$450 in notes.

Det.-Inspector A. J. Johnson stated at 1 p.m. on Friday the defendant went to change 20 Kwangtung notes into Hong Kong currency, and while the accountant was bending to get some money, the defendant snatched at the money which the complainant held in his hand. Two foks gave chase and the defendant was arrested.

The defendant was sentenced to four months' hard labour.

ROBBERY CHARGE

Sze Hok Chuen, unemployed mason, of 9, Nga Tsin Loong Road, ground floor, of Footing, Shanghai, appeared again before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday. He was remanded for a week.

Det.-Insp. A. H. Elston asked for the remand, but added that in the event of the prosecution proceeding with the case earlier, they would like to do so.

The defendant, with others not in custody, is charged with armed robbery at 229, Nathan Road, on September 22.

SILVER CUP THEFT

Martin Ritchie, alias James Martin, 24, unemployed, was charged yesterday before Mr. Q. A. A. Macfadyen, at the Kowloon Magistracy, with the theft of a silver cup from Mr. MacGuinness, of 9, Jubilee Buildings, ground floor.

Insp. W. R. Chester Woods asked for a remand in police custody for 48 hours, and it was granted.

GAMBLING RAID

Yuk Yun, 40, unemployed was charged before Mr. S. F. Balfour, at the Central Police Court yesterday, for keeping a common gaming house at 147, Lower Lascar Row, ground floor.

Acting Inspector Hopkins stated that on Sunday night the police entered the premises and found nine men and a woman gambling. There was \$2.12 on the table, matches and cards.

The defendant was fined \$10 with the alternative of one week, and the gamblers were fined \$3 each.

FORGED BANKNOTES

For uttering two forged banknotes, Ng Ping, appeared before Mr. Q. A. A. Macfadyen, at the Kowloon Magistracy yesterday.

Insp. W. R. Chester Woods applied for a remand of 48 hours in police custody, which was granted.

On September 27, it is alleged the defendant uttered a forged \$10 note of the Hong Kong and Shanghai Banking Corporation at the Tai Kee shipbreakers on Boundary Street.

He made another alleged attempt on Saturday with a forged \$5 note of the Chartered Bank of India, Australia and China.

LOITERER CAUGHT

Housebreaking Implements

Appearing before Mr. S. F. Balfour at the Central Police Court yesterday, Wong Yu-Heung, 29, coolie, was charged with loitering in Chancery Lane about 2.45 a.m. on Saturday and for having in his possession a set of house breaking implements, namely, a pick lock, a torch and a key.

Det.-Sergt. T. Cashman said that detective on duty in Chancery Lane, saw the defendant loitering. After watching him for a while he saw the defendant enter a room at house No. 7. He arrested the defendant.

Defendant admitted three previous convictions.

The defendant was sentenced to nine months' hard labour.

EX-POLICEMAN GAOLED

Tsang Yau, 52, was sentenced to three months' hard labour and ordered to be banished by Mr. Balfour at the Central Magistracy yesterday on a charge of attempting to snatch an umbrella from Leung Ching, married woman. Defendant was formerly a policeman in Canton.

Detective-Sergeant J. Bentley said that the complainant and three lady companions were walking up D'Aguiar Street and when near the King's Theatre the defendant approached and attempted to snatch the umbrella. An alarm was raised and the defendant was arrested by a Chinese constable who happened to be on the scene.

BAIL ESTREATED

Falling to appear before Mr. Balfour at the Central Magistracy yesterday to answer a charge of being found drunk and incapable at Connaught Road Central, Joseph Phak, 22, clerk employed on board the s.s. Prosper, forfeited bail of \$5.

THEFT CHARGE

Sentence of two months' hard labour was imposed by Mr. W. Schofield, at the Central Magistracy yesterday, on Yuen Kiu, 21, unemployed, who admitted two charges of theft of two hair clip-pers, a razor, a pair of scissors, and two white singlets, from No. 598 Queen's Road West, the property of two barbers.

SOLICITING

On a charge of soliciting in Pedder Street on September 30, a woman named Wong Kan, 29, was fined \$25, with the alternative of one month's hard labour, by Mr. Balfour at the Central Magistracy yesterday.

KIDNAPPING ALLEGED

Another remand was granted by Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday when Li Chat, 42, lamp-lighter, of 137, Wooning Street, ground floor, appeared on a charge of stealing a four-year-old boy, Ngol Chan Ha, from his mother, Hui Ngan.

MOTOR MISHAPS

While walking in Shanghai Street on Sunday, To Tang-kat, 29, was knocked down by a bus and was taken to the Kowloon Hospital.

A woman, Chang Fong, was knocked down by a private car driven by Mr. Brown. The accident occurred in Nathan Road, during a shower of rain.

POISONING

Suffering from poisoning effects, Wong Yuen-ho, 41, of No. 1 Ku Chong Street, was admitted to the Government Civil Hospital.

STOLE BELT AND MONEY

Coolie Committed To Sessions

Li Yung, contractor's coolie, was committed for trial yesterday by Mr. E. Himsforth at the Kowloon Magistracy.

Inspector W. R. Chester Woods, for the prosecution, said that the defendant was charged with armed robbery at Lai Chi Kok. Chau Pat was robbed of a belt and \$44.97.

Complainant and defendant met in June when they were both employed by the Cheong Hing Company, contractors to the Naval Yard.

During the recent typhoon, defendant resigned from the firm, and was not seen again until August 27, when he again applied for work.

On the night of September 18, complainant alleged that after hearing a noise in the matched, he turned on his torch only to find the defendant there.

The room was in complete darkness a few seconds afterwards as his torch went out, but he felt someone make off with his belt, and being slashed at with a sharp instrument.

An alarm was raised but the intruder had escaped by then.

Wong Wun, bus conductor of the Kowloon Motor Bus Company deposed that he was on a bus on September 18, when it stopped opposite the Female Prison at Lai Chi Kok.

A passenger ascended, and he noticed that the newcomer was in an excited condition. After proceeding for a hundred yards, he halted the driver to stop again when he noticed a light being flashed at them.

Two Indians and a Chinese then came onto the bus, and after pointing at the previous arrival, said, "He is the man."

Defendant was arrested, Sub.-Insp. R. W. Hudson, of the Naval Yard Police searched and found the sum of \$43 in the right shoe of the defendant, and that there was 20 cents in his breast pocket.



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SUICIDE ATTEMPT

In an attempt to commit suicide, Wong Wai, 25, jumped from the Yaumatei ferry launch Man Hing, while it was in mid-harbour. A seaman dived in and rescued him. Wong was taken to the Kowloon Hospital.

EXAMINATION SYNDICATE

We have received from the Director of Education copies of the regulations for the School Certificate Examination and the constitution of the Local Examination Syndicate.

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WED.	14th	...	...	"
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PORTUGUESE CELEBRATION

(Continued from Page 1)

Last year, on the same occasion, I remarked that Anglo-Portuguese friendship was not only on paper, but was manifested, in this Colony, from personal relations in private life, to official intercourse.

CORDIAL CO-OPERATION

Naturally, my short residence in Hong Kong at that time, did not permit me more than a slight observation of the facts, but I had seen enough to awaken my gratitude. However, to-day, with a more perfect knowledge of the kindness, courtesy, protection and generosity of the British people and officials towards the Portuguese citizens who have made their homes in Hong Kong, I am very pleased to avail myself of this solemn National Day of my Country, to express publicly and solemnly, my sincere and grateful acknowledgments, coupled with the thanks of the Portuguese Community, and also, to remark that in my official capacity, when it has been necessary to be the middle-man between the Hong Kong and Macao authorities, I have always found the same cordial co-operation and understanding as might be expected between brothers.

Usually in receptions of the character of this one, the Consul is supposed to say a few words in praise of his own Country and about the significance of the anniversary. I feel however, that on this occasion I cannot do better in praise of my Country than by exalting its loyalty to the Anglo-Portuguese Alliance, which has bound so closely our nations which have spread their Colonial Empires throughout the world and have fought side by side for the maintenance of universal peace.

GRATITUDE EXPRESSED

About the meaning of this our National Day, as the Republic was established for the welfare of the Nation, accordingly, on behalf of Portugal, I express my gratitude to the Hong Kong authorities for all they have done for the Portuguese Community of this Colony.

Your Excellency, Honourable members of Council, my dear Colleagues, ladies and gentlemen, in thanking you for your kind presence, I have the honour to propose the toast of His Majesty The King.

Ladies and Gentlemen.—The King.

GOVERNOR'S REPLY

His Excellency the Governor, in reply, said:—

On behalf of all your guests, Mr. Consul, I desire very cordially to felicitate you and all our other Portuguese friends in this Colony on the occasion of your National Day; and on behalf of my countrymen and myself I wish to reciprocate most warmly the sentiments which you have expressed regarding the historic friendship and fraternity between our two nations.

Here in this corner of the world Portugal and Britain stand side by side also in a very literal sense, for Macao is our near neighbour, and it has been my privilege this morning on behalf of the Government and people of this Colony to send a telegram of greeting and congratulation to His Excellency its Governor.

I personally am looking forward greatly to an opportunity of visiting Macao and to seeing for myself all those scenes of beauty and interest of which I hear of so often from the lips of others. I like also to think it an emblem of the goodwill that binds the two Colonies that in the Reception Hall at Government House here the most prominent picture is a water-colour drawing, not of Victoria or Kowloon, but of Macao.

I now ask you to charge your glasses and, on this 26th anniversary of the proclamation of the Republic Portuguesa, to drink to the health of its President. Ladies and gentlemen—the President of the Portuguese Republic!

Prominent guests invited to the reception included:—

Hon. Mr. R. A. C. North, Colonial Secretary; His Excellency Major-General A. W. Bartholomew; the Right Reverend E. Yalcorta, Vicar Apostolic of Hong Kong; Bishop of Leroc; Rear-Admiral C. G. Sedgwick and Mrs. Sedgwick; Hon. Mr. C. G. Alabaster, Hon. Mr. and Mrs. W. J. Carrie, Hon. Mr. Edwin Taylor, Hon. Mr. A. G. W. Tickle, Hon. Mr. S. Shou-son Chow, Hon. Mr. J. J. Patterson, Hon. Mr. W. H. Bell, Hon. Dr. R. H. Kotewall, Hon. Commander G. F. Hole, R.N., Hon. Dr. A. E. Wellington, Hon. Mr. and Mrs. T. H. King, Hon. Mr. J. P. Braga, Hon. Dr. T'so Seen-wan, Hon. Mr. T. N. Chau, Hon. Mr. Lo Man-kam, Hon. Mr. M. T. John-

son, Hon. Mr. A. W. Hughes, Hon. Mr. B. Davidson, Sir William Hornell, Mr. O. R. Sayer, Mr. W. Schofield, Mr. E. W. Hamilton, Captain R. D. Walker, M.C., Mr. R. H. Scott, His Majesty's Trade Commissioner and Commercial Secretary for South China; Mr. E. P. H. Lang, Mr. P. L. Collinson, Lieut.-Col. R. C. B. Anderson, M.C., Mr. H. R. Butters, Mr. G. S. Kennedy-Skipiton, Mr. W. J. Lockhart-Smith, Mr. J. W. Franks, Mr. C. W. Jeffries, Mr. J. B. Prentiss, Mr. H. Green.

CONSULAR BODY

Members of the Consular Body present were:—Mr. H. Van der Straeten (Consul General for Belgium); Comm. Uff. A. Bianconi (Consul General for Italy); Mr. Charles L. Hoover (Consul General for the United States); Mr. K. Miduzawa (Consul General for Japan); Mr. Fernando Alegre (Consul General for Panama); Mr. Rivera Iglesias (Consul General for Peru); G. H. Byvanck (Consul General for the Netherlands); Herr H. Gipperich (Consul General for Germany); M. Jules Leurquin (Consul General for France); Mr. S. Hampden Ross (Acting Consul for Siam); Mr. Karsten Larsen (Consul for Denmark and Norway); Dr. Graca Ozorio (Acting Consul for Costa Rica); T. E. Lacayo (Consul for Nicaragua, San Salvador and Guatemala); C. H. Basto (Consul for Bolivia); Wallace Hansen (Consul for Finland); A. A. R. Botelho (Consul for Honduras); G. Miskin (Vice-Consul for Sweden); R. Ohl (Vice-Consul for the Argentine); F. A. Xavier (Vice-Consul for Brazil); R. H. Farrell (Vice-Consul for Spain); Dr. G. D. R. Black (Consular Agent for Cuba); H. A. Keller (Consular Agent for Switzerland); L. A. Gastmann (Consul for Netherlands, Canton); D. G. E. Middelburg (Vice-Consul for Netherlands, Canton); Howard Donovan (Consul for U.S.); J. C. Poole (Vice-Consul for U.S.); C. Coudray (Vice-Consul for U.S.); M. C. Renner (Vice-Consul for France); Hisakichi Okamoto (Vice-Consul for Japan); Mr. Mario Cunietti (Secretary to the Consul for Italy).

THE SERVICES

Paymaster Comdr. M. A. W. Sweny (Secretary to the Commodore); Comdr. and Mrs. C. D. Arbuthnot (H.M.S. "Tamar"); Comdr. and Mrs. E. F. D'strowe (Commander of H.M. Dockyard); Engineer Captain and Mrs. A. K. Dibley (Chief Engineer, H.M. Dockyard); Surgeon Captain and Mrs. G. D. G. Ferguson (R.N. Hospital, Hong Kong); Captain and Mrs. R. O. Duke and Miss Duke; Captain C. Copplinger.

H. K. POLICE RESERVES

(Orders by the Hon. Mr. T. H. King, Inspector General of Police)

CHINESE COMPANY

Marksmen's Course: The undermentioned members of the Chinese Company will attend Bowen Road Revolver Range on Tuesday, October 6 at 17.15 hours to fire the Marksmen's Course under Police Sergeant A210 Perkins:—

Police Sergeant R17 William K. S. Mok, and R39 Tso Huk On; Lance-Sergeant R23 Chan Ping Fan, R29 Chan Chung Tung, and R30 Thong Po Hing.

Constables: R1 Harry Lau, R3 Luk Ying Choi, R7 Leung Kan Hin, R8 Lai Yu Kwong, R11 Kwok Eze Shau, R13 Tam To Ming, R14 Leung Fat, R15 Chan Wing Soon, R19 Joseph C. K. Wong, R20 Leung On Tai, R21 Wong Ping Kwan, R22 Leung Kwong Choi, R26 Ku Chi Shek, R32 Young Po Kan, R33 Lee Kai Sun, and R36 Ho Yu Nam.

Drill Parade:—A Drill Parade will take place at No. 2 Police Station on Wednesday, October 7 at 17.30 hours under Sub-Inspector Hunt. All men, except recruits should attend. Dress-Mutti.

INDIAN COMPANY

Training Course (Part II):—The undermentioned members will attend Indian Company Headquarters on Tuesday, October 6 at 17.30 hours for Part II of Training Course:—

Constables: R236 M. S. Dillon, R201 S. I. Bux, R213 S. B. Hussain, R210 Abdullah Shah, R256 Sher Ahmed Khan, R226 A. R. Razack, and R225 Kasim Ali.

Training Course (Part III):—The undermentioned members of the Indian Company will attend

Captain and Mrs. A. R. M. Bridge, Captain J. W. A. Waller, Comdr. and Mrs. I. C. R. Macdonald, Comdr. R. M. Dick, Comdr. R. M. Ellis, Comdr. R. G. B. Hayter, Comdr. A. F. De Sa's.

Brigadier and Mrs. H. G. Seth-Smith, Col. H. C. Harrison, Lieut.-Col. and Mrs. Carrington-Sykes, Col. and Mrs. Reid, Captain and Mrs. J. Hooper, Captain and Mrs. W. W. Cowan.

Revd. Fr. Francisco R. Noval, Revd. A. Blotteau, Revd. Fr. G. Byrne, Revd. C. F. Burns, Revd. Fr. Joao Pedrazzini, Captain S. Jarvis, M.C.

Prof. and Mrs. K. H. Digby, Mr. and Mrs. H. Owen-Hughes, Prof. and Mrs. W. O. Gerrard, Mr. and Mrs. V. M. Grayburn, Mr. C. Stigter, Dr. and Mrs. J. W. Anderson, Mr. and Mrs. Des Courseles, Mr. and Mrs. J. C. Mantel, Mr. and Mrs. Kan Tong Po, Mr. and Mrs. Li Tse Fong, Mr. and Mrs. K. Watanabe, Count S. De Smecchia and Mme. Smecchia, Mr. and Mrs. T. Katsunuma, Mr. and Mrs. M. Kusomoto, Mr. and Mrs. G. Schmidt, Mr. and Mrs. W. Spoeder, Mr. and Mrs. W. H. Lebac, Mr. and Mrs. A. M. L. Soares, Dr. and Mrs. R. A. de Castro Basto, Mr. and Mrs. W. T. Stanton, Dr. E. L. de Souza, Mr. S. F. V. Barnes, Mr. and Mrs. S. Yamataka, Mrs. M. Loureiro and the Misses Loureiro, Mr. P. Chosex, Dr. and Mrs. E. W. Kirk, Mr. and Mrs. J. R. Paton, Mr. and Mrs. Paul Servanin, Mrs. Conrick, Mr. and Mrs. K. E. Noble, Mr. and Mrs. A. H. Forbes, Mr. J. Hoven, Mr. R. Nohlet, Mr. A. Becker.

MACAO GUESTS

Exmo. Snr. Dr. Joao Pereira Barbosa and Exma. Esposa, Governador da Colonia de Macao; Exmo. Snr. Comandante Albano Rodrigues de Oliveira and Exma. Esposa, Presidente do Leal Senado de Macao and Comandante da Canhoneira Macao; Exmo. Rvmo. Sr. D. José da Costa Nunes, Bispo de Macao; Exmo. Snr. A. de Vasconcelos Raposo and Exma. Esposa, Director de Fazenda; Exmo. Snr. Dr. Peregrino da Costa e Exma. Esposa, Chefe dos Servicos de Saude e Higiene; Exmo. Snr. Capt. Alexandre dos Santos Major and Exma. Esposa, Comissariado da Policia Ad. do Concelho; Exmo. Snr. Capt. Joao Carlos de Sa Nogueira and Exma. Esposa, Chefe do Servico Militar; Exmo. Snr. Capitao Tenente Samuel Vieira and Exma. Esposa, Capitao dos Portos de Macao; Exmo. Snr. José Ferreira de Castro Rector do Liceu Central de Macao; Exmo. Snr. Vasco da Silveira Brandao Freire Thermo de Vera Exma. Esposa e Filha; Gerente do Banco Nacional Ultramarino de Macao.

PROPERTY SALE WITHDRAWN

There being no bidders leasehold property (rural building lot No. 148, Stanley), was withdrawn at the Lammer Brothers' auction yesterday afternoon.

The property is held for the unexpired residue of the term of 75 years from the 12th day of November, 1919, created therein by an Indenture of Crown Lease dated the 27th May, 1925, and made between His late Majesty King George V of one part and Ho Kwong of the other part.

The annual Crown rent is \$144. The area is about 62,296 square feet.

At the auction the upset price was \$50,000. It was decreased to \$45,000 but as there were no bidders the sale was withdrawn.

WOMEN'S GUILD MEETING

A meeting of the Women's Guild of St. John's Cathedral was held in the Church Hall yesterday afternoon. Rev. H. W. Baines gave a brief address.

At the meeting to be held on Friday, October 16, games will be played and prizes awarded.

The meetings are held every first and third Monday of each month.

Indian Company Headquarters on Wednesday, October 7 at 17.30 hours for Part III of Training Course:—

Lance-Sergeant R241 Sultan Khan, Constables R203 Mohamed Din, R205 Abdul Ghani, R210 Abdullah Shah, R240 G. Hussain, R262 Omar Hassan, R267 H. Singh, R276 Ahmed Din, R280 M. Sherif, and R293 Jaffer Mohamed.

C. CHAMPEIN, D.S.P. (R.), Hong Kong, October 5, 1936.

MAINTENANCE SUMMONS

Judgment Given In Kowloon Case

DESERTION PROVED

The maintenance summons brought by Mrs. J. T. L. Giffening against her husband was concluded yesterday at the Kowloon Magistracy, when Mr. E. Himsforth gave his judgment.

Mr. Peter H. Sin appeared for the complainant.

During last week's hearing two additional summonses were added.

The original summons was that defendant had wilfully neglected to provide reasonable maintenance for his wife, during July and August.

To that was added the two other summonses accusing defendant of being an habitual drunkard and that he had deserted his wife.

In his judgment, Mr. Himsforth said:

In this case we find an unfortunate instance of a marriage which had every hope of success being ruined by differences which could have been controlled in the early days, but which became magnified in the course of time until reconciliation became impossible.

The facts of the case are that the parties were married in January of this year, but almost from the beginning there appears to have been some difficulty in fitting the various step-relations to the new family circle. One of these relations is alleged to have provoked interference by the husband, which was countered by "nagging" by the wife, which in turn drove the husband to drink and the vicious circle was completed when the wife expressed her strong disapproval of the husband's intemperate habits. As a result, the husband left the wife on July 30, and six weeks later these summonses were taken out.

"HABITUAL DRUNKARD"

I will deal first with that summons which refers to the defendant as being an habitual drunkard. In the case of "Robson versus Robson, 1904, 68, J. P. 418," it was held that the husband was constantly drunk; was rarely sober and threatened his wife. It is a question of fact to be decided in each case but, fortunately, we are aided by the definition of habitual drunkard given in section 2 of the Ordinance. There, an "habitual drunkard" means a person who is, by reasons of intemperate drinking of intoxicating liquor, at times dangerous to himself or others, or incapable of managing himself or his affairs. The evidence shows in this case that defendant on at least one occasion ran about with a knife and threatened to take his life, but in my opinion it was not proved that he assumed this attitude because of drinking intoxicating liquor. Indeed, the fact that he was able to make elaborate plans, write frightening notes to his wife and finally repent of his threatened actions appear to show that he had complete control of his mental and physical faculties on those occasions. I hold, therefore, that there is no evidence to show that the defendant is an habitual drunkard within the meaning of the ordinance.

EARNING MEANS

The second complaint deals with wilful neglect to provide reasonable maintenance. In this case I hold, following the case of "Earnshaw versus Earnshaw, 1899, p.180," that in order to justify an order on the grounds of wilful neglect, there must be evidence of the husband's means, or all events, that the husband is capable of earning means and has wilfully abstained from so earning. In the evidence, the plaintiff did not make out a case that the husband had ever been possessed of means during July and August, and, therefore, this action must fail on this ground.

There remains the third charge of desertion. The law on this point is laid down in "Halsbury 1st Vol. XVI, p.597," where it states: "To constitute desertion within the meaning of the enactment, there must be an existing cohabitation which is broken by the wrongful act of the husband," and on page 598, "Where a husband actually leaves the wife, the question whether his doing so constitutes desertion is a question of fact depending on the circumstances of each particular case."

EXCUSES FOR DESERTION

If a husband has reasonable cause or excuse for refusing to

PROMINENT RESIDENTS RETURNING

On Empress Of Japan

Among passengers arriving by the liner Empress of Japan from the North on Saturday morning are the following local residents:—

Major V. E. Duclos, Canadian Government Trade Commissioner; Mr. Eldon Potter, K.C., prominent local barrister, and Mrs. Eldon Potter;

Mr. L. W. Amps, of Messrs. Logan and Amps;

Mrs. D. M. Biggar, wife of Mr. D. M. Biggar, Manager of the Chase Bank;

Mr. J. K. Bousfield, of the Asiatic Petroleum Co., and Mrs. Bousfield; Mr. J. Harrop, of Messrs. James H. Backhouse Ltd., and Mrs. Harrop;

Mr. D. J. Keogh, of the Asiatic Petroleum Co., and Mrs. Keogh;

Mrs. L. Dunbar, wife of Mr. L. Dunbar, well-known local race horse owner;

Miss Jean B. Lyons, sister of Mrs. Dunbar;

Mr. G. V. T. Marshall, of Messrs. S. J. David and Company, and Mrs. Marshall;

Mr. F. G. Nigel, of the solicitors firm of Messrs. Johnson, Stokes and Master;

Mrs. H. H. Pethick and Miss S. Pethick;

Mr. R. R. Roxburgh, of Messrs. John I. Thornycroft Ltd. and Mrs. Roxburgh and Miss Roxburgh;

Mr. L. Ralton, son of Mr. N. L. E. Ralton, of Messrs. Jardine Matheson and Company Ltd.;

Mrs. John W. Mayhew and Miss F. Mayhew.

cohabit with his wife his leaving her and living apart does not constitute desertion for the purposes of this Ordinance. In the case of "Frowd versus Frowd, 1904, page 177," reasonable cause or excuse was considered. There, one of the learned judges suggested that if a wife broke a husband's head with a poker, this would be sufficient reasonable cause for leaving her. But the husband's position must be made intolerable. The ground for excuse must be grave and weighty, and a mere frailty of temper and habits which are distasteful to the husband are not reasonable grounds for desertion. Nor are habits of intemperance, or the fact that the wife is suffering from venereal disease contracted before marriage. ("Butler versus Butler, 1917, page 244.") or frivolity of conduct sufficient.

DESERTION UPHOLD

In administering an Ordinance of this nature, as P. Jeune said in the case of "Harling versus Harling," "care must be taken not to interfere too much in matrimonial life." The defendant's statement that he was compelled to leave his wife because her persistent "nagging made his life a veritable hell" is not, in my opinion, sufficient reasonable cause for deserting her. I, therefore, hold that the defendant deserted the complainant without any reasonable cause or excuse on July 30, 1936, at 8, Hart Avenue.

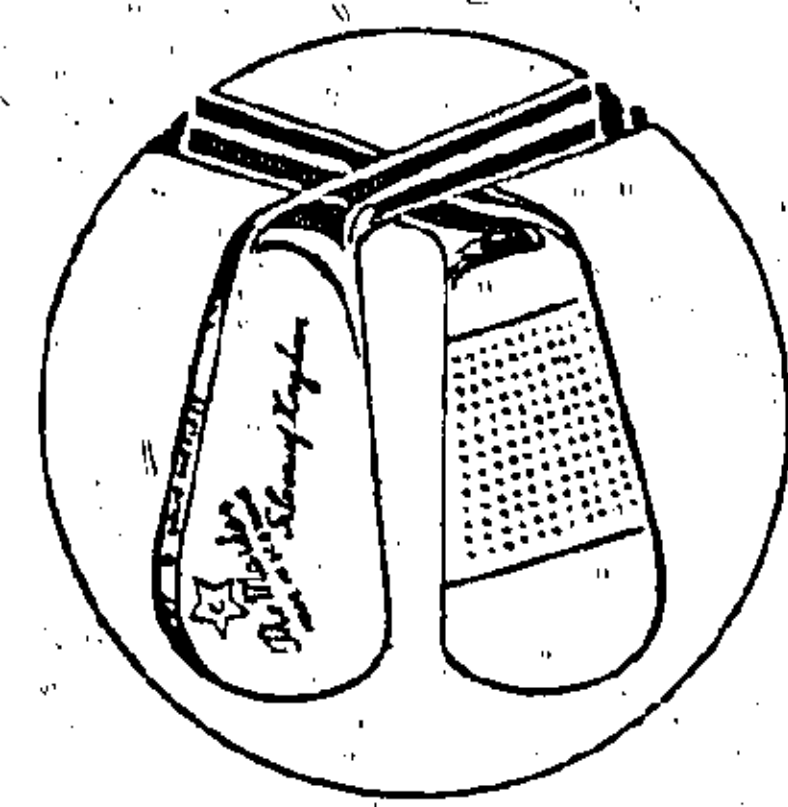
There remains one further point: that is whether I can in the circumstances, make an order for maintenance against the defendant. The case of "Earnshaw versus Earnshaw, (supra)" is relevant to the point, when the President of the Court held that the justices cannot make an order for maintenance if they are satisfied that the husband has no means, actual or potential. Defendant in this case has given evidence on oath to the effect that his means are at present nil, and evidence has not been brought by the complainant to contradict this statement. I cannot, therefore, make an order against the defendant.

In the circumstances, therefore, I propose to adjourn the case sine die, with liberty for the plaintiff to apply for an order if and when the defendant shall become possessed of means. The question of costs will be dealt with at the same time.

Mr. Giffening asked his Worship for an order for certain of his belongings still in the possession of the plaintiff to be returned. Mr. Himsforth replied that it was not in his jurisdiction to comply with that request.

Mr. Sin made an application that the complainant need no longer be bound to cohabit with defendant, and, as there was no objection, it was granted.

SPECIAL



SALE

GOLF CLUBS BY—

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- GEO. DUNCAN
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- BOBBY JONES

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Mr. Sin made an application that the complainant need no longer be bound to cohabit with defendant, and, as there was no objection, it was granted.

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ADVERTISEMENTS.



FOR SALE at the Office of the Superintendent of Accounts and Stores, Public Works Department, Lower Albert Road, a limited number of reports, in book form on the levelling of the Colony of Hong Kong with plates and the values of bench marks. Price \$10.00.

A. G. W. TICKLE,
Director of Public Works,
Public Works Department,
Hong Kong, 29th Sept., 1936.
4726

THE HONG KONG JOCKEY CLUB

The Eighth Extra Race Meeting will be held (weather permitting) at HAPPY VALLEY on Saturday, 10th October, 1936, commencing at 2.00 p.m.

The First Bell will be rung at 1.30 p.m.

By Order,

S. A. SLEAP,
Actg. Secretary.

Hong Kong, 5th October, 1936.
4727

KING'S MEMORIAL SUPPORT FOR "FOUNDATION" SCHEME

The Editor,
"Hong Kong Daily Press."
Dear Sir,—Without wishing to add to the volume of correspondence which you must receive on the subject of the King's Memorial, I would like to express my appreciation of your leading article on Saturday, and my hope that "Old Timer's" wish will come true. That there should be more playing fields and open spaces generally in our congested areas is very well recognised, but how to achieve that aim?

I have read with interest in your columns of the efforts which are being made, and very successfully I understand, for the donating of a practical gift to Marshal Chiang Kai-shek. Whilst applauding the sentiment as manifesting a wholesome endeavour on the part of the local Chinese to honour a great leader and a great cause, yet I think that perhaps those who would give of their wealth might think a little nearer home.

Why not devote portion of the money which will be subscribed for Marshal Chiang Kai-shek to furthering the "Playgrounds Foundation Scheme"—an ideal which is a genuine idea reacting to the benefit of the entire community?

I do not wish to enter the lists of depressing controversy, but I would suggest that the local Chinese are making a very definite gesture towards another Government in their collecting of funds to make this notable gift to the Generalissimo, whilst at their very feet there lurks the trouble and turmoil of social evils which, I feel sure, the Generalissimo himself would, had he the power, take the first steps to eradicate.

I terminate by expressing my hope that "Old Timer" will succeed in his effort to create a civic consciousness in this community which will re-act to the benefit of the masses.

Let it be remembered, they are always with us.

Yours etc.,

"LOCAL LEANINGS."

U. S. MARKET FOR SOYA BEANS

Chicago, Oct. 5.
As the result of a vote taken by the Board of Trade, it has been decided to institute a futures market for soya beans, trading in which begins to-day. The United States No. 2 Yellow will be deliverable on contracts with No. 3 Yellow deliverable at discount of two cents per bushel.—
Reuter.

Editorial and Business Office:
15-19, Queen's Road Central,
Tel. 30251.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street
E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 6, 1936.

SECOND FIDDLE

The poet may be right in saying that many a flower is born to blush unseen, but we all have known men whose complaint is that they were condemned to the fate of the flower that wastes its sweetness in the desert air. The man who never reaches the position to which he feels himself entitled is apt to be very unhappy. Listening to his confidential statement of his case, one cannot but be sympathetic. If he convinces us of his qualification to be first violin and we ask why he is passed over, he will probably set it down to favouritism, influence or prejudice. If we sought information in other quarters we should be told that he was quite fitted for the highest position, but... Probing a little deeper, we should discover hesitations and difficulties. He was not quite the type needed for the job. He did not inspire confidence, did not seem to have the gift of leadership, was lacking in personality; a good fellow, but not quite the man for us. We do not profess to observe the rule of seniority which is often responsible for misfits which only Governments can afford. Speak to the second fiddle himself and he may say it is just his luck, and he makes up his mind to hang on in hope of better days; but as years go by and find him in a subordinate position he may grow bitter. As he sees men no better than himself and indeed with but half his ability rising to high positions he is tempted to join the Communists or take to drink. The sense of injustice presses heavily on his spirit. His temper worsens. He feels ready to conclude that any system would be better than the existing one. He becomes a man with a grievance, and it would be a miracle if he keeps a level head and is reconciled to the universe. He gets a grouse, and for that disease there seems to be no remedy. This second fiddle is a most unhappy man.

There is, however, another type, and a more philosophic one. Quite conscious of his qualifications, he realises that leading positions are not plentiful, that they involve grave responsibility and such worry as a lower place never entails, and that ambition exposes a man to frightful risks, social and moral. He has read somewhat widely and made himself familiar with the sayings of the wise on the fate of those servants who listen to be gods. They have no rest; they would succeed, as Longfellow warns us, if they were not troubled with great ambitions. Growing more and more accurate in his valuation of things, he sees that at best ambition may secure "a little power, a little transient fame, a grave to rest in and a fading name." If he cannot bend the world to his mind, he finds the same course is to bend his mind to wisdom, to master his impulses, triumph over his disappointments and cultivate a mild Stoicism innocent of all bitterness and hate. He acquires his soul. Ambition is not so universal as we are apt to suppose. One man conquers it by force of reason and will; another was never much troubled by it, and leaned rather to a tranquil life. He found he had a greater wish to imitate the modest violet rather than the gaudy hollyhock, and the violet won. Many a "digger" refused to qualify for a commission. He disliked higher responsibility and

SPY HUNT IN SHANGHAI

Japanese Marines In Morning Raid

POLICE STATION RANSACKED

Shanghai, Oct. 5.
A squad of about twenty Japanese marines early this morning raided the Chinese police station at Chapel and ransacked the premises in search of "spies." A number of police were present, but did not resist the invasion. Later the marines visited nearby villages, roused the inhabitants and searched their houses. The Chinese authorities were also engaged in a spy hunt. Five Buddhist priests suspected of giving information to Japan were arrested at Taichong, a few miles westward of Shanghai. Hongkew and Chapel were practically back to normal this afternoon. All the Japanese schools have reopened.—
Reuter.

rested content when he reached the dignity of a "sarge." In other cases the inferiority complex kept its man in the role of second fiddle. He was diffident, never did himself justice, and, without knowing it, perhaps had a strain of indolence in his composition. It was not his line to be "ever climbing up the climbing wave." A world might be too little for Alexander, but a tub was large enough for Diogenes. A wise man once prayed, "Give me neither poverty nor riches," and the prayer finds echo in a multitude of hearts.

"Contentment" as a word has a physical basis. One thing is "contained," and another when it is held within it and does not overflow. The "contents" of a vessel are exactly what it is able to hold. So a contented mind has all that it wants. To be content to play second fiddle may be a great achievement. If its owner does not acquire outward possessions he has more than inward compensation in the form of heart detachment and peace. Bunyan's Shepherd Boy was "in very mean clothes but had a fresh and well-favoured countenance, and as he sat by himself he sung." The Guide of the pilgrims said of the Boy: "I will dare to say that this Boy lives a merrier life and wears more of that herb called Hearts-ease in his bosom than he that is clad in silk and velvet." A great leader of men declares that all moralists, Pagan and Christian, admit that contentment is not natural to any human being. The states of mind most common are indifference, asceticism, despondency, despair.

"True contentment can rest only on a religious foundation." An apostle said he had to learn contentment, or, as the word means, to be "initiated" in it, as it were, by a solemn rite. Whoever has acquired this attitude is a very happy man. He is a baptised Stoic, one who finds himself in harmony with a plan drawn up not by blind fate but by the Ruler of the Universe. This baptised Stoic who is generally known as a Christian has not the slightest idea how every individual can be fitted into such a plan, but he knows that peace of mind is not won by understanding the Almighty but by trusting Him. "I've got on a great deal better," said a wit, "since I stopped running the Universe." No doubt like most of us he had tried to seize the helm and steer his barge through stormy seas and amid rocks and shoals, only to find at the last that no man can play the part of Providence. There is a right ambition, and it compels us to covet the best gifts, which are those which adorn character. That is the kind of ambition which enables us to accept the place of second fiddle right graciously. The angel who knew himself, sent from heaven to sweep a chimney, would do it as gladly as if he had been sent to rule a kingdom.

CHIANG BACK IN NANKING TO MEET JAPANESE AMBASSADOR

Tokyo Envoy Also Due At Capital

Nanking, October 5.
Sino-Japanese tension has greatly relaxed following the return of General Chiang Kai-shek who arrived here by air this afternoon and immediately proceeded to his private residence at the Central Military Academy.

It now freely stated in official circles that the Generalissimo will receive the Japanese Ambassador, Mr. Kawagoe before October 10, possibly to-morrow, to discuss Sino-Japanese problems.

Mr. Kuwashima, accompanied by the Japanese military attaché Kita and naval attaché Satoh, is expected to arrive in Nanking to-morrow morning.—Reuter.

SUNG DENIES RUMOURS

Peiping, Oct. 5.
Following his arrival from Tientsin General Sung Chih-yuan denied that he had been in negotiation with Lieut.-General Tashiro Commander-in-Chief of the Japanese garrison in North China on North China problems. The denial obviously refers to the recent widespread rumours that Tashiro presented Sung a series of stiff demands.

Sung, however, admitted that he conferred on the subject of air traffic between North China and Manchuria, but gave no indication of the progress made during the conversations.

Alluding to Sino-Japanese economic co-operation, Sung declared he would only strive for realisation of this provided it was based on principles of reciprocity and mutual benefit.—
Reuter.

PERSONAL PARAGRAPHS

Mr. A. K. Dimond, the popular manager of the Peninsula Hotel, arrived in the Colony with his sister yesterday on the s.s. President Hoover, after spending a short holiday in Manila.

Mrs. Robertson, the wife of Mr. C. de Saille Robertson, of Messrs. Gilman & Co., accompanied by Miss Robertson, arrived in the Colony yesterday by the s.s. Nellore. Mrs. Robertson has been in Australia for the past eleven months.

FORMER KWANGTUNG WARLORD

General Chen Chi Tang In Switzerland

Canton, Oct. 5.
Over a month has elapsed since the ousting of the Kwangtung warlord General Chen Chi-tang, it is now reported that he has telegraphed to his friends in Hong Kong from Switzerland, where he is taking a rest cure.

He announces that the change has greatly benefited his health, and that he and his companions are now travelling and enjoying the sights of Europe, and that there is nothing better than being free from official worries, which has enabled him to gain four pounds in weight.—
Chinese Evening Press.

DR. CHOW LOO'S MOVEMENTS

Canton, Oct. 5.
Dr. Chow Loo, M.D. (Heidelberg), member of the Standing Committee of the Kuomintang Central Executive Committee, and Chancellor of the Sun Yat-sen University, has not resumed his duties as Chancellor, since his return to Canton.

It is reported that he left for Hong Kong with his wife by the s.s. Tai Shan last night, and that he is proceeding to Nanking via Shanghai to see Marshal Chiang Kai-shek, and also to renew old acquaintances.—
Chinese Evening Press.

THE FIRST TRIPLE CROWN

An Enigma Of The Turf

COMPLIMENTARY TITLE FOR OWNER

When a horse which has already won the Two Thousand Guineas and the Derby also wins the St. Leger he is described as a winner of the Triple Crown and his fortunate owner receives the same complimentary title.

The distinction has been possible since 1809, the year in which the Two Thousand Guineas, the youngest of the principal three-year-old races of the season, was first run. This means, if we leave out the period of the War, that there have been up to and including 1936—a season in which the feat is impossible as different horses won the Two Thousand and the Derby—123 opportunities of carrying off the Triple Crown. Only 11 horses and 10 owners (for the late Duke of Westminster won the Crown twice) have accomplished this triumph. It was not until 44 years after 1809 that the first winning horse, West Australian, appeared. In 1853, in the following decade consecutive seasons, 1855 and 1856, saw the success of Gladiateur and Lord Lyon. Then, between 1883 and 1903, there were seven winners, Ormonde, Common, Isinglass, Galtee More, Flying Fox, Diamond Jubilee, and Rock Sand. A long interval followed until 1935, when the Aga Khan's Bahram was added to the list.

ROLL OF FAME

No doubt these famous winners were exceptionally good horses, but in the early days of the competition there must have been others whose names ought to be, but are not, upon the roll of fame. The condition of the Turf a century ago was such that the issue of many important races depended less on the speed or stamina of the horses engaged than on the financial schemes laid by this or that gang of betting men. Apart from the risk of injury to the favourite himself, there was always the possibility that the trainer or jockey, or some official connected with the stable, would be suborned, or that some other crooked expedient would be employed to affect the result. Contemporary writers on Turf subjects seem by some means or other to have become conversant with arrangements which one would have thought were veiled in privacy, and write dispassionately of them as normal features of the sport of horseracing.

West Australian, the first horse to win the Triple Crown, was in the opinion of many competent judges the finest thoroughbred which the century had produced up to his day. He was bred and owned by Mr. John Bowes, of Streatham Castle, Durham. In the history of nineteenth-century racing there are many singular characters, but Mr. Bowes holds his own as a curiosity. A man of great wealth, he owned racehorses for something over 50 years, and continued to enter them for races until his death at the age of 74 in 1885. Between 1832, when he came of age, and 1853 he was the most fortunate owner of the day, and won the Derby four times, but after West Australian year he never did any good at all a mysterious change of fortune characteristic of him.

Nobody seems to have known whether he ever cared anything about racing or not. Some authorities say that he was interested in the breeding of bloodstock and mention is made of his winning large sums by betting, but all the evidence of both points is of the vaguest kind, and indeed is in many places contradictory. His experience with his second Derby winner, Cotherstone, in 1843 may be quoted as a perplexing affair. This horse was an earlier candidate for the Triple Crown, for after winning the Two Thousand and the Derby, the St. Leger appeared a gift for him. John Scott who trained for Bowes at Malton, and Butler, who rode Cotherstone, were at the head of their respective fashions, and the Derby winner started at Doncaster with odds of 7 to 4 laid on him. Yet the story is told that it was arranged by someone or other that a horse named Prize-fighter should win the St. Leger, and though it is satisfactory that Prizefighter did not win, it is sad to relate that Cotherstone managed to lose.

One wonders what truth there is in the tale of this fiddle conspiracy, and if it is true, who was a party to the fraud, and what Bowes can have thought of it all. He is

CORONATION SEATS IN BRISK DEMAND

Australian Firm Books 500

REQUESTS FROM ALL CLASSES

An Australian business man entered the offices of a London firm of travel and booking agents recently and said that his company was chartering a liner to bring 500 of their employees to England for the Coronation. He asked for 500 seats along the route of the procession.

His order provided one more example of the world-wide interest in next year's Royal pageantry in this country. Requests for Coronation seats are now arriving in London by the hundred every day.

In many cases negotiations for the renting of suitable premises are still in an early stage, for sums varying from £5,000 to £10,000 are being asked of the booking agents for the one-day hire of single buildings.

The firm approached by the Australian, Messrs. Pickfords, Ltd., were able to tell him that they have booked British Industries House, near the Marble Arch. Accommodation will be provided there for 1,500 spectators.

AMERICAN DEMANDS

"One of our stands in Piccadilly has already been sold out, and it seems likely that every seat we have will be disposed of long before next May," a member of the firm told me, writes a correspondent. "Two firms in the United States have already reserved blocks of 1,000 seats each." More than £500,000 was paid last year for the hire of seats during the Jubilee celebrations. It is expected that the total for the Coronation will be nearer £1,000,000.

Hospitals will be among those who benefit. Over 2,000 seats will be available at Westminster Hospital, ranging in price from five to fifty guineas. Profits will be devoted to the Hospital's rebuilding fund. Many of the seats, including those at fifty guineas, have already been sold.

About 1,500 seats will be available at St. George's Hospital, and here also the proceeds will be devoted to the rebuilding fund. "There are so many inquiries that if we had 10,000 seats we should be able to sell them," an official said.

said to have won a sum approaching £40,000 by Cotherstone's victory in the Derby, and if he had backed him to the same extent in the St. Leger, some disappointment or even annoyance at his failure, the explanation of which was apparently public property, would have been natural. Yet he took no notice at all, and Scott, Butler, and the rest of them remained, we are assured, his complete confidence. Again, when West Australian came to run for the St. Leger, it is stated that some scheme of the same nefarious nature was contemplated, but this time Butler, the jockey, was sent for by two influential racing men, and warned that he had better be careful how he rode. On the other hand, that pleasant writer The Druid says that Butler adored West Australian, and would not have seen him beaten for worlds. On the whole it may be much of the scandal that circulated.

Bowes, who was universally acknowledged to be a most upright and munificent supporter of the Turf, was an unknown figure to the racing public, and for the last 30 years of his life never attended a meeting. Nor did he ever take the trouble to see West Australian run. He sat in Parliament for South Durham from 1833 to 1847, and was a member of the Jockey Club for over half a century, but never attended a meeting. His later life was spent almost entirely abroad. He married a French actress, a plain uninteresting woman, for whom he hired a theatre year by year in Paris at a fabulous price. The marriage brought him great happiness, and when his wife died he built a Palace of Art to her memory at Barnard Castle, near Streatham. In this he deposited many of the art treasures which he had collected.

Altogether he sounds most unlike what one supposes the typical racing man to be. But the stories told about him are so much at variance with one another that his character remains the enigma which it always was. He may have appreciated his famous horses and their classic victories, his wonderful fortune on the Turf, and his Triple Crown more than we know.

INSURGENT MARCH ON MADRID

FRONT LINE COVERS MORE TERRITORY

Food Shortage Acutely Felt At Capital

(Hong Kong Daily Press Special)

Seville, October 5.
Active operations are now in progress in view of the forthcoming attack on Madrid in the Nationalist part of the front between Toledo and Maqueda. It is stated that the front line of the Nationalists has been pushed on a considerable distance without encountering any resistance. The situation in the capital is becoming daily more desperate owing to shortage of foodstuffs.

It is stated that the Nationalists in the province of Malaga have captured the town of Casares, thus reestablishing the railway connection between Almeria and Ronda.

The authorities of Salamanca, it is reported, have decided to call upon all universities of the world to help against the atrocities committed by the Communists of Spain.—Transocean News Service.

ARMIES JOINING

Madrid, Oct. 5.
It is believed that the two insurgent armies under Generals Franco and Mola are on the point of joining up from the southwest and northwest respectively and a heavy assault on the capital is impending.

In the meanwhile the Government reports the repulse of various insurgent attacks and capture of a village near Talavera.—
Reuter's Bulletin Service.

MADRID EVACUATION

Madrid, Oct. 5.
While it is admitted that a number of children have left the capital owing to food difficulties, it is stated in official circles that the authorities have not given orders or instructions for evacuation of Madrid.—
Reuter.

NUNS REINSTATED

Lisbon, Oct. 5.
It is reported that the nuns were reinstated in the convents at Toledo following the insurgent capture of the town.—
Reuter's Bulletin Service.

TROOPS TRANSPORTED

Paris, Oct. 4.
No less than 10,000 soldiers have been transported from Morocco to Cadiz and Algeiras during the last 48 hours.

An ammunition factory was hit during the last air raid over Madrid, carried out by the Nationalists, and about 100 persons were killed.—
Transocean News Service.

EMBASSY STAFF DISMISSED

Paris, Oct. 4.
The first act of the new First Spanish Embassy here was to dismiss the entire staff. Each one of the dismissed could be re-employed, after signing a declaration of loyalty to the Madrid Government, and declaring that he was decidedly anti-Fascist.

The First Secretary, Ogier, was until recently editor of Largo Caballero's paper "Claridad," and only naturalised recently, being French by birth.—
Transocean News Service.

MADRID STATEMENT

Madrid, Oct. 4.
On conclusion of the Cabinet meeting the Cabinet issued a statement, painting the situation in the most optimistic colours. It is stated that the Government planes have bombed all enemy positions, and have gained ground on the Tajo front. Also the Madrid radio station broadcasts optimistic news. Meanwhile the seriousness of the situation is more clearly visualised by the fact that food cards will shortly be issued, and that the evacuation of women, children and men past the age of serving is continued.—
Transocean News Service.

NEW TRACK RECORD

Budapest, Oct. 5.
Miklos Szabo ran 2,000 metres in 5 min. 20.4 secs., breaking Jules La Dumeque's world record time of 5 min. 21.8 secs.—
Reuter.

QUOTAS AND CURRENCY CONTROL

International Trade Obstacles

BRITISH VIEWS AT GENEVA

London, Oct. 5.
The Financial Secretary to the British Treasury (Mr. W. E. Morrison) at the League of Nations Economic Committee said there was an intimate connection between national economic problems and political problems.

The first objective must be to restore the situation in which irrespective of frontiers a purchaser can buy what he wants, a debtor can pay what he owes, and a tourist can go where he wishes without encountering, owing to Government intervention, impassable obstacles such as quotas and currency control. It was essential that each country should make its own contribution to remedy this situation.

Matters had been materially changed by devaluation of the franc, and he felt similar good results would follow. The present situation appeared to offer an opportunity for clearing away the obstacles in the way of international trade.

He suggested that the Committee should proceed quietly, but with a resolve to consider in the first case the obstacles to trade due to currency difficulties and whether these obstacles take form of exchange restrictions or quotas. The British Government would be faced by very strong pressure on the part of certain interests in the United Kingdom to counteract the intensified competition which would result from revaluation on the continent. Such pressure would be difficult to resist and he called upon other Governments to help the British Government in this respect.

TWO RESOLUTIONS

Before the Committee's business concluded he hoped to submit for consideration two resolutions, the first to cover the question of exchange restrictions and quotas and second regarding commercial access to raw materials.

He suggested the appointment by the Council of the League of a committee composed in suitable proportions of representatives of the Economic and Financial Committee of the League and other qualified persons to undertake the study of the entire problem of raw materials and furnish the League with a report.

FRENCH GESTURE

M. Bastid, French Minister of Commerce, said that France hoped that other countries would follow her example in bringing about a new monetary system. This was necessary to assist the economic recovery of the world. In reducing one quarter of its quotas and its custom tariffs the French Government had made a gesture to the world, but this could not have been done without realignment of the franc. Other countries would also have to reciprocate. The French Government was willing to take the necessary measures to liberate capital and make circulation of money and goods easier.

On Mr. Morrison's proposal, M. Spinasse, Minister of National Economy in France, was appointed rapporteur of the work of the committee to the League Assembly.—
British Wireless.

LOWERING CUSTOMS BARRIERS

Paris, Oct. 4.
Appealing to all nations to follow the example of the French Republic and lower their customs barriers, M. Spinasse, the Minister of National Economy in a nationwide broadcast to-night, said international conversations had already begun.

They would be concluded within a few weeks, and prosperity would then become a fact.—
Reuter.

SCOTS GUARDS IN JERUSALEM

Jerusalem, Oct. 5.
The second battalion of Scots Guards marched past General Dill this morning. This is the first time the Scots Guards marched through Jerusalem and also the first occasion on which General Dill appeared in public.—
Reuter's Bulletin Service.

LIRA TO BE DEVALUED

Italian Cabinet Decision

RATE FIXED

Rome, Oct. 5.
Duce announced after the Cabinet meeting this morning the devaluation of the lira, the new value being fixed at 92 to the pound sterling and 19 to the dollar.

Wholesale reductions in customs duties on primary necessities, including foodstuffs and coal, are also announced.—
Reuter.

LONDON NOT SURPRISED

London, Oct. 5.
Italy's decision to devalue her currency has not caused much surprise among foreign exchange circles. Some quarters hint devaluation at rather more than it is expected, but it is generally admitted that from a technical point of view the market in lire will not be materially affected as dealings in this currency have been and will likely remain under rigid control.

While British coal circles welcome the reduction of Italian import duty on coal, it is pointed out that the immediate benefits derived from this step are likely to be small as firms are naturally chary of extending further credits to Italy pending settlement of outstanding debts, negotiations for which are at present being conducted in Rome.—
Reuter's Bulletin Service.

NO DEVALUATION IN AUSTRIA

Vienna, Oct. 4.
A further confirmation of the fact that no devaluation of the Austrian Schilling is contemplated, was received by a joint statement by the President of the National Bank, Klenboeck, and the Finance Minister, Drexler.

It is officially declared that the unexpected news of a further devaluation of the Czechoslovakian Crown will in no way affect Austria's carefully considered attitude in the devaluation question. A devaluation of the Austrian Schilling will not be undertaken.—
Transocean News Service.

CLOUSTON FAILS IN AIR RACE

Crash Within 500 Miles of Johannesburg

London, Oct. 5.
Flying Officer Clouston, the last remaining airman in the South African air race, crashed 120 miles south of Salisbury, Southern Rhodesia, on Saturday night and was thus robbed of the chance of qualifying for the handicap prize. He was within 500 miles of Johannesburg.

Clouston was uninjured, but the plane was badly damaged.—
British Wireless.

JEAN BATTEN'S FLIGHT

London, Oct. 5.
Miss Jean Batten, the young New Zealand airwoman, took off from Lympne aerodrome to-day at 4.10 a.m., bound for her native land. She will attempt to establish a new record for the flight to Australia.—
Reuter.

Marseilles, Oct. 5.
Miss Jean Batten arrived here at 8.25 a.m. and took off for Athens at 9.03 a.m.—
Reuter.

CANTON-HANKOW RAILWAY

Canton, Oct. 5.
It is reported that Mr. Fung Pak-lai, Superintendent of the Chinese Section of the Canton-Kowloon Railway returned yesterday, after a short visit to Hong Kong.

It is understood that goods may now be sent direct from Kowloon to Hankow by the Canton-Hankow Railway, and that direct passenger traffic is under consideration by the authorities concerned.—
Chinese Evening Post.

POLICE DEAL WITH FASCISTS

Grave Disorders In London

London, Oct. 4.
The number of arrests in the Fascist demonstration in the East End of London now total 84. This demonstration was banned by the authorities at the last minute and police twice charged the crowd with batons to disperse it. There were a number injured, including nine hospital cases.

The Jewish People's Council sent a petition, signed by 100,000 people, to the Home Office yesterday, protesting against the proposed Fascist parade in the East End of London.

The Independent Labour Party announced a counter-demonstration. Fears of serious clashes led to extraordinary police precautions being taken, and 5,000 policemen were drafted to the area where it was suspected trouble might occur.

POLICE CHARGE

The most exciting incident of the day was the police charge, with batons swinging, to clear Royal Mint Street.

When Sir Oswald Mosley, the Fascist leader, arrived on the scene, he conversed with the Police Commissioner, who intimated that the parade in the East End must not take place. The Fascists would be allowed to march to Blackfriars and disperse on the embankment, however.

Police made a second baton charge when the crowd in Leaman Street attempted to release one of the arrested men.—
Reuter.

PRESS REPORTS

London, Oct. 5.
Disturbances in the East End of London, arising out of the abortive Fascist march, were spashed in the newspapers to-day. Accounts of the affair give the number of the protagonists as Fascists 2,500, police 6,000 and anti-Fascists 100,000.

The worst disorders occurred in a street in Stepney where the anti-Fascists looted a builders' yard and barricaded the street with a lorry and sheets of corrugated iron, reinforced with turn-up paving stones. The police were greeted with showers of stones, broken bottles, refuse and chairs, thrown from windows. Blank pistol shots were fired and fireworks let off to frighten the police horses and broken glass and marbles were scattered about to impede their movements.

Repeated baton charges, in which a number of persons were injured, cleared the street, however.

After the fray a miscellaneous array of weapons such as iron bars, chair legs wrapped in barbed wire, and broken bottles, were picked up from the gutters.

While the Fascists describe the decision to ban their march as a surrender to "Red Terror," the Communists declare Sir Oswald has suffered a most humiliating defeat.—
Reuter.

COMMUNIST RIOT IN PARIS

Large Number Arrested

Paris, Oct. 4.
Police arrested 1,300 persons this afternoon in the course of rioting between Communists and members of Colonel de la Roque's Social Party, formerly the Croix de Feu.

The latter attempted to prevent Communists staging a giant meeting at the Parc des Princes, by barricading the streets leading to the place of assembly, thus coming into conflict with the police.

There were a number of minor casualties, but it is officially stated that no-one was seriously injured.—
Reuter.

FIRE OUTFIT FOR CHEUNG CHOW

Since the great fire at Cheung Chow, which destroyed over twenty of the best shops and nearly wiped out the village, this being the second disastrous fire in the history of the island, it is reported that the authorities have decided to provide the village with a fire engine and the necessary fire extinguishing appliances, together with a sufficient number of firemen, in case their services should be required elsewhere.—
Chinese Evening Press.

WOMAN PRESIDES AT MEETING

ANNUAL CONFERENCE OF LABOUR PARTY

Government Housing Scheme Criticised

STRENGTHENING OF LEAGUE

London, October 5.
The annual conference of the Labour Party opened this morning in Edinburgh, Mrs. J. L. Adamson presiding over an attendance of about 750 delegates. In her speech she demanded abolition of the Household Means Test and criticised the Government's housing programme.

Referring to the international situation, she demanded strengthening of the League. What was needed was readiness on the part of statesmen to act upon the convictions of the peoples they represented. The chief desire of the peoples was for peace. She expressed the sympathy of the conference with their comrades in Spain.—British Wireless.

REARMAMENT ISSUE

Edinburgh, Oct. 5.
Seven hundred delegates assembled at the Labour Party conference opening to-day with Mrs. Jennie Adamson as President, the second woman in the Party's thirty six years' history, Susan Lawrence being the other.

The dominating issue in tomorrow's debate is whether the Labour Party's attitude towards the rearmament problem is to steer a middle course between supporting the Government and the odium of appearing to oppose national safety.

The Executive Committee has drafted a resolution favouring rearmament to discharge national duties as a member of the League, to defend the people's rights and liberties in view of the threatening attitude of increasing armaments and continental dictators, but reserving Labour's rights at all times to criticise the Government's policy. Ultra-pacifists will oppose, but the resolution is expected to be passed by a large majority.

INTERVENTION IN SPAIN

A largely supported demand for intervention in Spain is expected. Communists will renew efforts for formation of a Popular Front and it is not expected they will succeed as the Trade Unions will give no support.

Internal dissensions are likely to occupy a considerable time in the secret session.

The "Manchester Guardian" regrets the energy thus wasted, while the Party is still conscious it has no produced leaders who can capture the attention of floating voters. "The machine is there, but the heart is beating rather feebly," says the journal.—
Reuter.

MOVE TO PREVENT FREAK WILLS

Probate Laws May Be Amended

INJUSTICES TO WIDOWS AND CHILDREN

At the present moment the Home Secretary is considering the desirability of introducing legislation so as to prevent the making of freakish or unfair wills.

During the past week there have been published wills under which the widows concerned shall forfeit large fortunes if they remarry.

Other wills that have come before the Courts in recent years have disclosed that, while the considerable estates of the testators have been left to a variety of unusual objects and causes, the families of the dead persons have been left nothing, and so have passed from affluence to the direst poverty.

In most other countries the law relating to wills is such that no disposition of the father and husband shall affect the rightful claims of his family, and that before other bequests and legacies are honoured the fixed proportion

NEW BRIDGE AT ISTANBUL

To Permit Passage Of Large Ships

(Hong Kong Daily Press Special)

Istanbul, Oct. 5.
In 1912 the pontoon bridge of Galata built in 1877 was demolished and replaced by what is known as the "New Bridge," along with another pontoon bridge built at Unkapan to connect the two sections of Istanbul (formerly Constantinople), separated by the waters of the Golden Horn. This latter bridge is now to be replaced within two years by another, which will be called "Ataturk" after the country's leader, for the "New Bridge" is no longer able to cope with the immense traffic.

The bridge about to be erected will have firm bridge heads on either side, the central part being movable, consisting of 24 iron pontoons of which the middle ones will be open to permit the passage of large ships bound for the inner harbour. The stationary sections on the banks will be built on reinforced concrete supports which will have to be of some considerable height in order to penetrate the 20-metre deep layer of mud to obtain firm anchorage.

The bridge weighing 6,000 tons will be 450 metres long by 25 metres broad, 16 metres forming a roadway in the centre, with a two-tram line. The costs, estimated at three million Reichsmarks, are available from bridge monies levied on the traffic over the "New Bridge" since it opened. Against sharp international competition, the German firms that were also responsible for the "New Bridge" were entrusted with the construction.—
Transocean News Service.

shall go to the widow and her children.

TERMS OF NEW MEASURE

A Bill for the purposes now in view has several times been introduced privately, but it has made little progress despite the approval of it by a large body of Members, and the not unfavourable attitude of the Government.

Many probate judges have urged the amendment of the law in the direction now proposed.

Now the pressure of recent events has induced the authorities themselves to become responsible for the drafting of a measure which will defeat the injustice and hardship that otherwise might be imposed upon women and children under testamentary dispositions.

After the payment of debts, a settled minimum of the estate shall—whatever be the directions of a will to the contrary—descend to the widow and children of a testator, or the widow or children alone, as the case may be, if they should not survive one or the other.

Their position thus will at any rate no worse than if the testator died intestate according to the present law.

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One small defect impairs the efficiency of the most perfect piece of mechanism. And that applies to nature's masterpiece—your body. If the cells are starved ill-health follows. Calcium is the one vital mineral without which the life centre of the body cells would shrivel and die, and Kalzana supplies this element in a form which the system can easily assimilate and retain.

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"Kalzana" hitherto only sold in Tablet form is now available at all Chemists and Stores in Powder form also. For those who find difficulty in taking the Tablets, Kalzana Powder is ideally suitable.



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For seventy-five years Woodward's Gripe Water has brought comfort and healthy digestion to babies. It is the safe and sure remedy for all stomach and teething disorders; stops baby's crying by removing the cause. Contains no opiates, and is perfectly safe even for newborn babies.

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THE ANTISEPTIC BREATHEABLE TABLETS.

PEPS

ANTISEPTIC BREATHEABLE TABLETS

FINANCE COMMITTEE MEETING

Supplementary Votes

OVER \$45,000 ASKED

Supplementary votes totalling \$46,858 will come up for consideration at a meeting of the Finance Committee, to be held at the conclusion of the Legislative Council meeting to-morrow afternoon.

Items the cost of which can be met wholly or in part by savings from other sub-heads of the head are marked with an asterisk (*).

The following memoranda explain the items:—

ESTIMATES, 1936.

29, Charitable Services:—16, Passages and Relief of Destitutes:—\$1,500.

Provision made in Estimates—\$5,000.

The calls on this vote during 1936 have proved much heavier than anticipated, and the vote of \$5,000 is already exhausted. The expenditure has been practically confined to repatriation costs which in certain cases have been shared with local charitable societies. It is estimated that a further sum of \$1,500 will be required to cover expenditure to the end of the year and a supplementary vote for this amount is requested.

Public Works Extraordinary:—New Kowloon: Port Works. Kowloon City Pier—\$7,000.

It was proposed to carry out major repairs to the Kowloon City Pier next year and a sum of \$16,000 is included in the 1937 draft Estimates. Extensive damage has, however, been caused to the pier by the typhoon of 17th August last; it is necessary, therefore, to commence reconstruction of the pier now and a vote of \$7,000 is requested this year, resulting in a saving of the same amount on next year's estimates.

Treasury:—Transport—\$300.

Provision made in Estimates—\$400.

Owing to the absence on leave of the Inspector of Vacant Tenements whose fixed travelling allowance is provided under item 2 "Conveyance Allowances," there will be savings on this sub-head. The temporary inspector is, however, paid from item 5, "Transport," on which there are insufficient funds. A supplementary vote is therefore requested for \$300.

The above is to be met from savings under Treasury Conveyance Allowances.

Defence—"A" Volunteer Defence Corps:—1, Personal Emoluments—\$1,000.

Provision made in Estimates (page 86 sub-head 1) \$34,985.

Appropriation in aid to Army funds in respect of the services of the Adjutant at the rate of \$200 per month from 1st August, 1936 to 31st December, 1936.

Medical Department:—Government Analytical Laboratory:—Incidental Expenses—\$40.

Provision made in Estimates—\$300.

Owing to the increase in commercial work performed by the laboratory this year, (Revenue 1st half 1935=\$12,849.59, Revenue 1st half 1936=\$16,412.75), the Sampler has been required to do more travelling with consequent increase in travelling expenses.

It is estimated that a further sum of \$40 will be required for this purpose up to the end of this year, and a supplementary vote for this sum is now requested.

The above is to be met from savings under Analytical Laboratory Uniforms.

Medical Department:—Maintenance of Lunatics at Canton—\$3,000.

Provision made in Estimates—\$9,000.

The accounts for "expenses incurred on this sub-head during November and December, 1935, were not presented for payment until this year, and funds provided in 1935 to meet these expenses lapsed. There has also been an increase in the number of lunatics maintained at Canton at the expense of the Hong Kong Government during the first seven months of this year, the total number being 781 as compared with 706 for the same period last year.

No provision was made for this additional outlay and it is anticipated that a further sum of \$3,000 will be required to cover expenditure up to the end of the current year. A supplementary vote for this amount is, therefore, requested.

The above is to be met from

LOCAL HOCKEY

R. E. And Radio In Drawn Match

A friendly hockey match was played at Caroline Hill yesterday afternoon which resulted in a draw between the Radio S.C. and the Royal Engineers.

Both sides played a very good defensive game, and just before the end of the first half, the Radio made a strong bid at scoring.

A.E.I. Guest, and D. Leonard, playing at centre-forward and right wing, respectively, assisted by Hassan (centre half) and M. Singh (left half) played a conspicuously good game. Mention must also be made of the defensive goal-keeping of Rocha, without whom the Radio would have lost the game.

The Royal Engineers attacked strongly in the second half, to no avail. Hunt, Brown and Jones, were prominent.

The result was a goalless draw.

savings under Provisions for Patients.

11, Royal Observatory:—3, Subscription to International Meteorological Organisation—\$18.

Provision made in Estimates—\$60.

The provision made in 1936 Estimates for this subscription was at the rate of 1=1/8d. The amount provided has, in consequence of the fall in exchange, proved insufficient. A supplementary vote for \$18 is requested.

Public Works Recurrent:—Hong Kong: Sub-head 6, Water Works, Item 3, Water Meters. Upkeep and repairs—\$10,000.

Provision made in Estimates (page 99 sub-head 6 item 3)—\$27,000.

The large increase of meter installations in the City in recent years has resulted in a greater number of meters requiring repairs. A large proportion of this vote is required for the purchase of spare meter parts from England, the cost of which is greater owing to the lower sterling value of the dollar, and a supplementary vote of \$10,000 is accordingly requested.

Public Works Recurrent:—Kowloon: Sub-head 13, Water Works, Item 2, Water Meters. Upkeep and repairs—\$3,000.

Provision made in Estimates (page 100 sub-head 13 item 2)—\$13,000.

The large increase of meter installations in Kowloon in recent years has resulted in a greater number of meters requiring repairs. A large proportion of this vote is required for the purchase of spare meter parts from England, the cost of which is greater owing to the lower sterling value of the dollar, and a supplementary vote of \$3,000 is accordingly requested.

Public Works Extraordinary:—Kowloon: General Works, Water Works, Sub-head 47 (b), Meters—\$7,000.

Provision made in Estimates—\$18,000.

The demand for new metered services in Kowloon has been greater than anticipated when the 1936 Estimates were prepared. Not only is the number of new meters installed to 31st July larger than that for the same period of last year, but the cost of meters purchased from England is also greater due to the low sterling value of the dollar, and a supplementary vote of \$7,000 is accordingly requested.

Public Works Extraordinary:—Kowloon: General Works, (b) Miscellaneous Drainage Works. Drainage—\$3,000.

Provision made in Estimates (page 103 sub-head 44 (b)—\$35,000.

A sum of \$35,000 is provided in the 1936 Estimates but the balance remaining in the vote is insufficient to meet the cost of storm water drains and sewer extension, estimated at \$8,000, to new building lots now being developed.

A supplementary vote for \$8,000 is accordingly requested.

Public Works Recurrent:—Hong Kong: Sub-head 4, Item 2, Electric Lighting, City, Hill District and Shaukiwan—\$4,000.

Provision made in Estimates (page 99 sub-head 4 item 2)—\$75,000.

It is estimated that a further sum of \$8,000 will be required to meet the cost of additional street lighting, including the New King's Road, to the end of the year. A supplementary vote for this amount is accordingly requested.

The above is to be met from savings under Gas Lighting, City and Suburbs and Hill District (1936 Estimates page 99 sub-head 4 item 1).

Total: \$46,858.

LOCAL YACHTING

Sweepstake Race For Ladies

The Royal Hong Kong Yacht Club Ladies' Sweepstake race was sailed yesterday afternoon over a course of 8.3 miles.

Jan, sailed by Mrs. J. Krogh-Moe, was first.

Detailed results were:—
Course:—Channel Rock Mark (P), Kowloon Rock Mark (P), Rumsey Shoal Mark (P), Channel Rock Mark (S), Club Line.

"A" Class—Started 14.45

Finished Pos.	Yacht	Crew	Time
1	Carpenter, A1	(Mrs. B. P. Eley)	16.29.36
2	Lobo, A2	(Mrs. E. Edwards)	16.25.36
3	Artemis, A4	(Mrs. Sheldon)	16.28.59
4	Jan, A8	(Mrs. J. Krogh-Moe)	16.21.34
5	Isobel, A7	(Mrs. M. Eleyby)	16.29.57
6	Joss, A5	(Mrs. L. Stanton)	16.22.35
7	True Blue, A11	(Mrs. G. D. Adams)	16.24.11
8	Painted Lady, A14	(Mrs. Booty)	16.27.46

Mixed Classes—Started 14.55

Finished Corr. Pos.	Yacht	Crew	Time
1	Diana, H1	(Mrs. D. W. Perse)	16.23.51
2	Dorothea, H9	(Mrs. S. D. Reid)	16.26.34
3	Widgeon, Y5	(Miss H. Crawhall-Wilson)	16.39.14
4	Zephyr, Y8	(Mrs. E. Sharp)	16.43.07

INTER-SECTION TOURNEY

The following have been selected to represent the Nomads in their Inter-Section Tournament hockey match against the Indian Police at the Marina ground to-day commencing at 5.15 p.m.:—C. Soares, F. G. Barros, A. Azedo, A. Xavier, A. B. Hanson, S. Souza, R. M. da Silva, R. J. Reed, S. A. Reed, R. C. Reed, and G. Soares.

REFEREES MEETING

The monthly meeting of the Hong Kong Football Referees Association will be held in the offices of the Hong Kong Football Association, Sports Club, on Monday, October 12, at 8 p.m.

NEWSY VIEWS

In the present discussion of the new postage stamps it is worth remembering that we are approaching the centenary of the adoption of the adhesive stamp and the long-drawn-out dispute which followed that event. It was about 1834 that James Chalmers, a printer and bookseller of Dundee, first hit on the idea of making stamps stick by coating the backs with gum. He wrote a letter to the Select Committee which was reviewing the postage system in 1837 and made known his experiments to them. Then followed a long silence until Sir Rowland Hill wrote a pamphlet advocating the use of adhesive stamps.

In 1840 the idea was adopted, but all the credit went to Hill; the Dundee printer was forgotten. This was too much for the already angry Chalmers. He began a long correspondence with the authorities which continued until his death in 1853 left the matter still in the air. But the question was not allowed to drop, even after the death of Sir Rowland Hill in 1879. For the sons of the two men continued the argument until 1885, when the letter Chalmers had written to the Select Committee in 1837 was discovered and his claim vindicated.

THE KING'S NEW AEROPLANE
A colleague has been telling me about the new aeroplane ordered by King Edward, which will be larger and more powerful than any he has previously owned. But although it is being built by A. V. Roe and Co., who make the Avro but an American Douglas, similar to the machine which gained second prize in the air race to Australia and to those on the Dutch air service between Amsterdam and Batavia.

SLEEPING BERTHS AS WELL
The new plane, which will be fitted with adjustable passenger seats easily convertible into sleeping berths for night travel, will replace the Dragon Rapide which served all the requirements of the King when he was Prince of Wales. The King is having his private aerodrome at Smith's Lawn, Windsor, Great Park, enlarged and modernized in readiness for its new occupant.

GREAT WAR RECORDS

Controversy As To Who Fired First Shot

Some day it may be possible to compile a list of the chief Great War records. It will be a lengthy list. This remark is prompted by the announcement that a major who claims to have fired the first shot in the World War has gone to New York for a holiday.

His name is Maj. Michael Milloykovitch, and it is said that he was an Infantry captain in the Serbian Army when the war broke out. His famous first shot—in the early hours of the morning of July 31, 1914—was fired from the outskirts of Belgrade, and has been described as the prelude to a volley of rifle fire against the Austrian invaders.

Great Britain did not declare war until August 4, and the honour for the first shot actually belongs to a naval unit operating in the North Sea. As far as land operations are concerned, the first shot was fired by a trooper of the 4th Royal Irish Dragoons, in the early hours of Saturday, August 22, 15 miles beyond Mons, on the road to Brussels. It is understood that several million men of both sides claim to have fired the last shot.

A more vexed question at one time concerned the first Territorial unit to go overseas in the war. The honour is generally given to a unit of the R.A.S.C. but the first Territorial unit to

NO SWIMMING EXHIBITION?

Intimation has been received by the Hon. Secretary of the European Y.M.C.A. Swimming Section that the Japanese Men's World Olympic swimming team will not give an exhibition this evening, as they have had no opportunity to rest since leaving the Berlin Games.

The swimmers are due to arrive this morning aboard the N.Y.K. Yasukuni Maru.

reach a foreign station was the 7th Middlesex Regt., which disembarked at Gibraltar on September 10, 1914. The first man to land was Sergt. H. K. King.

The honour, however, is sometimes claimed for the old Post Office Rifles, formerly 8th City of London Regt., who proceeded to France as a unit to take over postal duties on the lines of communication on September 4, 1914.

Generally speaking, the Fusilier Brigade of the 1st London Division, together with certain troops of the home counties Division, were the first to embark for service overseas, but during September the East Lancashire Division was embarked for Egypt.

A correspondent says that he saw this Division come to anchor in Algebras Bay, escorted by a battleship, about September 16, 1914. This may have been the first complete Territorial division to go overseas in the war, but the question is as to which Territorial infantry unit was first actually in action in the Great War, the answer is the London Scottish.

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CONSIGNEE NOTICE.

S.S. "SPHINX"
24th/36.BRINGING CARGO FROM
MARSEILLES, &c.
ARRIVED HONG KONG ON
SATURDAY, THE 3RD OCT., 1936.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed, and stored into the Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Wednesday, 14th Oct., 1936, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, 9th Oct., 1936.

Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong, Kong 3rd Oct., 1936. [4729]

CONSIGNEE NOTICES.

NORDEUTSCHER LLOYD
BREMER.THE Steamer
"GREFELD"

having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their cargo is being landed at their risk into the Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

Consignees are further notified that the Steamer "GREFELD" has taken at HAMBURG and BREMEN through cargo for HONG KONG or S.S. "TRAUSE" and S.S. "TARAKUS" from KOTKA and STOCKHOLM.

All goods remaining undelivered after the 11th Oct., 1936, will be subject to rent.

NO FIRE INSURANCE will be effected by us in any case whatever.

Damaged packages must be left in the godown for examination by the consignees and the Company's surveyors, Messrs. Anderson & Akke, at 10 a.m. on the 9th Oct., 1936.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No claim will be admitted after the goods have left the godown and all claims must be presented within Two Weeks of the ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the undersigned for countersignature.

MELCHERS & CO.,
Agents.NORDEUTSCHER LLOYD BREMER.
Hong Kong, 4th Oct., 1936. [4728]

LOCAL BILLIARDS

Amateur Association's
ActivitiesANNUAL MEETING
NEXT WEEK

The first annual general meeting of the Hong Kong Amateur Billiards Association will be held in the Board Room of the "South China Morning Post, Ltd." on Monday, October 12, at 5.30 p.m.

BUSINESS

1. To receive from the Executive Committee a report: Balance Sheet and Statement of Accounts for the year ended June 30, 1936.
2. To elect Officers and Members of the Executive Committee for the ensuing year.
3. To elect an Auditor.
4. To transact any general business.

REPORT

The Association's report and statement of accounts for the year ended June 30, 1936, states that after meeting all expenses, the working for the year shows a surplus of \$142.42.

The members of the Association at June 30, 1936, was as follows:—Members (Clubs or Units) 12; Subscribing members (Individuals) 62.

EXECUTIVE COMMITTEE

The following members served on the Executive Committee during the year:—Messrs. E. D. da Rosa (President), Leung Kam Kwong (Vice-President), M. N. Rakusen (Hon. Secretary), E. A. dos Remedios (Hon. Treasurer), Lieut. R. C. M. Kelly, Messrs. Ng Sze Kwong, A. J. Osmund, R. P. Phillips and W. Randall.

COMPETITIONS

Owing to the lateness of the season, it was only possible to organize Senior and Junior Championships, and the results were as follows:—

Senior Championship:—Winner, Mr. A. J. Osmund; Runner-up, Mr. W. Hong Sing; Highest Break (137), Mr. A. J. Osmund.

Junior Championship:—Winner, Mr. I. T. Yung; Runner-up, Mr. A. Kitchell; Highest Break (57), Mr. Leung Siu-nin.

The Association desires to place on record its cordial thanks for the handsome Challenge Trophies presented by Messrs. Lane, Crawford & Co. Ltd., and the British American Tobacco Co. (China), Ltd.; for the Senior and Junior Championships respectively, and also to the donors of other prizes. Thanks are also due to Messrs. Lane, Crawford & Co. Ltd., for generously placing at the disposal of the Association a new Burroughes & Watts table for the final stages of the competitions; to the Club Lustians for the use of their spacious ball-room and Committee Room, and to all those who contributed towards making the first year of the Association's existence an undoubted success. The use of the Board Room of the "South China Morning Post, Ltd." on various occasions, and the publicity given by the Press in Hong Kong are also much appreciated.

ACCOUNTS

The accounts have been audited by Mr. P. A. Yvanovich to whom thanks are due.

KOWLOON GOLF

The result of the qualifying round of the Captain's Cup held during the week-end at the Kowloon Golf Club, is as follows:—

E. O. Murphy 85-13-72
E. Judd 88-16-72
Other scores were:
F. C. Barry 84-11-73
W. Taylor 77-4-73

ROTARY MEETING

To-day's meeting of the Hong Kong Rotary Club will be Ladies Day, when the speaker will be Mrs. Mary Barker and her subject, "Child Welfare." His Excellency the Governor and Lady Caldecott have accepted the Club's invitation to be present as guests. The meeting will be held in the Roof Garden of the Hong Kong Hotel. Cocktails will be served in the first floor lounge.

PLAYED WITH FIRE

Playing with fire with a friend, resulted in the removal of Kwong Mui, 5, to the Kowloon Hospital. He was lighting a piece of paper when a gust of wind blew the paper on to his body, causing burns.

DR. INGE ON
PRAYER V. THE
MICROBEImpossible To
Change NaturePHYSICAL LAWS
SUPREME

Dr. W. R. Inge, former Dean of St. Paul's, told the Modern Churchmen's Conference at Oxford recently, "I once had a letter from a good lady who said, 'I am praying for your death. I have been very successful in two other cases.'"

Dr. Inge said there had been a change in our time towards greater caution and diffidence in petition. We prayed now with less assertiveness than did our grandparents, and probably, on an average, we prayed less at any rate for earthly favours.

The notion that the world was governed by natural laws which might be suspended or modified at any time by Divine intervention, was now felt to be one of the least satisfactory of philosophies, continued Dr. Inge. Even the prayers in the Prayer Book for rain and fine weather were seldom used and were disliked by an educated congregation.

"The more we know about causes of climatic phenomena," he continued, "the less likely we are even to dream of changing them by prayer in order to save our hay crops or to secure a fine day for our garden party."

PRAYER FOR RAIN

"But can we," he asked, "consistently give up praying for rain, with the expectation of altering the weather for our benefit, and continue to pray for the recovery of a relation or friend in sickness? We know something about microbes; how can they be affected by our prayers?"

"We cannot say off-hand that there is no connection between the course of the disease and the prayer that the disease may take a favourable turn. It is a matter which must be decided by evidence and I believe that the evidence is negative."

U. S. BASEBALL

Yankees Making Sure
Of World Series

New York, Oct. 4.

The New York Yankees to-day won the fourth game of the World Series, establishing a three to one lead against the New York Giants. The Yanks smashed Carl Hubbell's pitching all over the diamond and the Giants' ace hurler was relieved in the eighth inning when he showed signs of going completely to pieces.

Yankees scored five times on eighteen hits and the Giants scored twice on seven.

The feature of the game was Hubbell's failure. Gabler came out in the eighth when the mighty Hubbell had allowed eight hits and four runs in seven innings.

Lou Gehrig hit his second home run of the series, scoring two runs, in the third inning. The Yankees then led four to nothing. Selkirk and Rolfe having batted in tallies in the second and third.

Bartell scored in the fourth for the Giants on Ripple's single, and in the eighth Sam Leslie, pinch-hitting for Hubbell, got home on a hit of Terry's.

The Yankees also scored in the eighth, Gehrig hitting a double and getting home on a single by Powell.

Pearson, recovered from his recent injury, pitched a fine game for the Yankees with seven strikeouts compared with Hubbell's two. Hubbell's defeat was his first since July.

The attendance broke the World Series record established yesterday, 86,669 spectators paying \$240,591 for seats.—*Reuter.*

"Christianity is surely at one with science in holding that death is as natural and beneficent as life."

"As a matter of evidence," Dr. Inge concluded, "I do not believe in special providences and miracles wrought by prayer in the field of nature. But I certainly do not think that we need do violence to our natural instincts by refusing to pray for others or to doubt that our prayers may really help."

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ALL OVER CHINA

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Just suppose that right now you
were talking to a physician.

YOU would have to confess to him that somehow you seem to tire very quickly nowadays; that your energy is gone and that now and then you feel jumpy and irritated.

"My dear man!" he would no doubt say, "look at the symptoms logically. Yours is a clear case of strained nerves. We need not go into how you got that way. The climate, hard and nervous work, late nights, they can all be to blame—but you want to know how to become your old self again. Why not start taking Sanatogen—it's really great stuff! It's made just for people like you, and I know from long experience that it will do you a lot of good. You have asked too much from your nerves, and with Sanatogen you replace the lost energy quickly."

Over 25,000 physicians are of the opinion that taking Sanatogen is the easy and logical way back to real health and vitality. Why not give Sanatogen a trial? Every chemist sells it. Start taking it now, then you will soon notice its remarkable influence on your health and vitality.

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TO MANILA, MAKASSAR, BALI & SOERABAYA

m.s. "TJINEGARA" 18th Oct., 10 a.m.

Tender Blake Pier 9.00 a.m. Tender Police Pier 9.15 a.m.

TO AMOY & SHANGHAI

m.s. "TJIBADAK" 15th Oct.

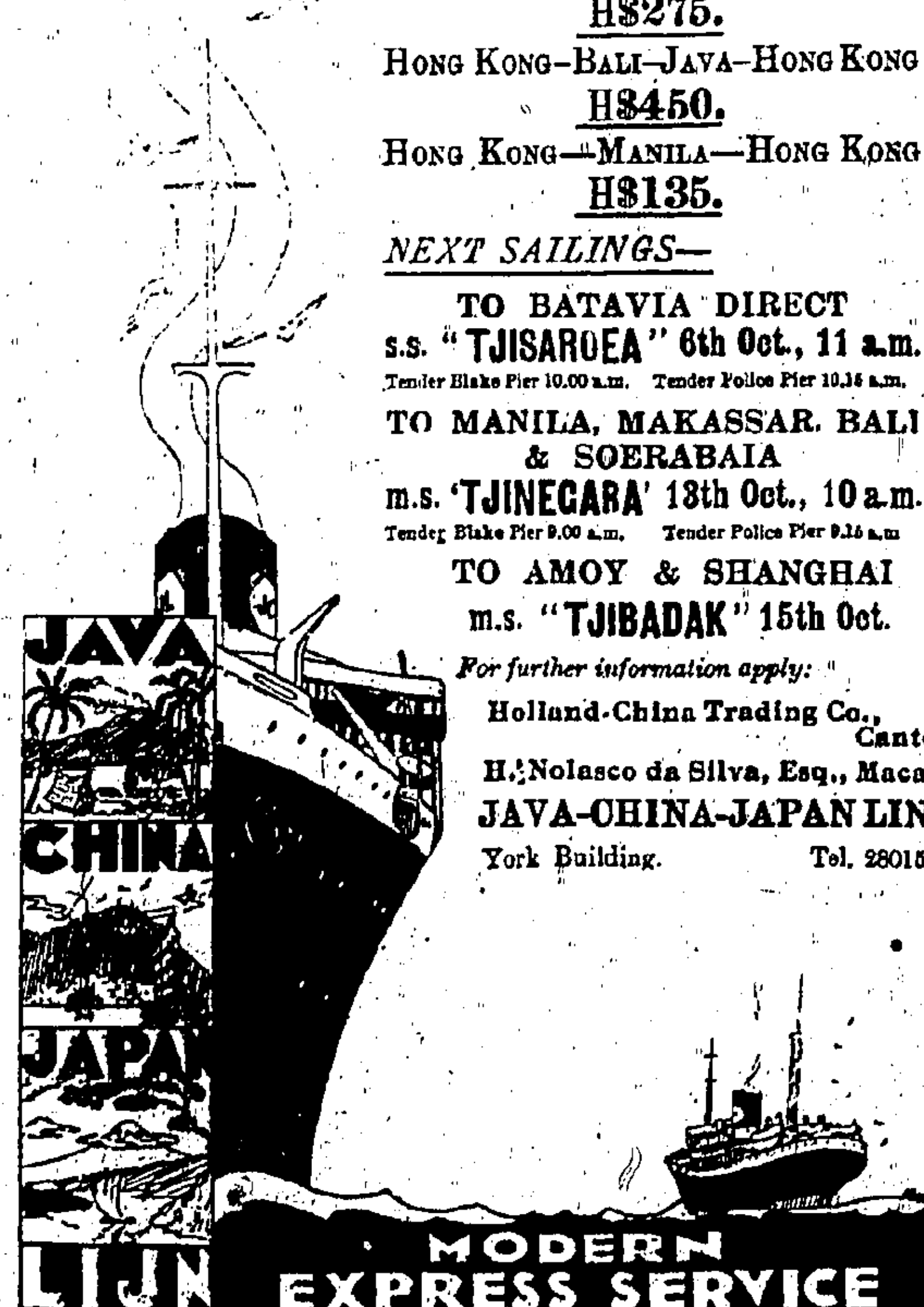
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THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Monday, Oct. 5.
Silver prices rose 1/8 over the week-end for both deliveries, the quotations being 20 1/16 for Ready and Forward. Silver advances reported India as having bought. China sold. The market was steady. In America the rate was unchanged at 44 3/4 for Spot.

The London-New York cross was quoted at 4.93 1/8. New York-London was quoted at 4.93 3/16.

MARKET

Steady but dull.

STERLING

Business was done during the course of the morning at 1/2 7/8 for January delivery. The market closed with sellers at 1/2 29/32 October. 1/2 7/8 November-December and probably January. Buyers at 1/32 higher respectively.

U.S. DOLLARS

Business was done at 30 1/2 for first half of January and January. The market closed at 1 p.m. with sellers at 30 5/8 October, 30 9/16 November and 30 1/2 December and probably January, buyers at 1/16 higher respectively.

SHANGHAI DOLLARS

Sellers were quoted at 104, buyers at 104 1/8 for cash.

SHANGHAI MARKET

There were sellers of Sterling at 1/2 11/32 and U.S. Dollars at 29 1/2 for cash.

IN THE AFTERNOON

The market was quiet in the afternoon.

IN STERLING

A small business was done at 1/2 29/32 for 1st half of November, finishing with sellers at 1/2 29/32 October and probably 1st half of November, 1/2 7/8 November-December and 1/2 27/32 higher respectively.

U.S. DOLLARS

The market closed with sellers at 30 5/8 October, 30 9/16 November, 30 1/2 December and probably January, buyers at 1/16 higher respectively.

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Banks, \$1.615.
Providents Old, \$2.10.
Bagulo Gold, \$9 cts.
Big Wedge, \$5 cts.
San Mauricio, \$5.90.
Suyoc, \$1.26.

SELLERS

Telephones Old, \$304.
Telephones New, \$11.70.
Atoka, \$1.184.

SALES

Bagulo Gold, 61 cts.
Beng. Explor., 44 cts.
Big Wedge, 90 cts.
Consol. Mines, 10 cts.
Demonstrations, \$1.65.
Northern Mining, 51 cts.
Paracale Gums, \$1.65/52.
Motherlode, 69 cts.
Mineral Resources, 70 cts.

SINGAPORE RAW RUBBER

Latest Singapore Prices

H. R. JOSEPH & CO.

Monday, Oct. 5.
Messrs. H. R. Joseph & Co. received the following quotations from Singapore in Straits Currency for Raw Rubber:

BUYERS

Spot ... 27 1/2 up
Nov-Dec ... 27 1/2 up
Jan-Mar ... 27 1/2 up
April-June ... 27 1/2 unchanged

Market:—Firm.

PHOTOGRAPHIC EXHIBITION

A remarkably high standard of photography was seen at the exhibition held in Gloucester Building in connection with the annual photographic competition organised by the "Hong Kong Telegraph". The exhibition attracted a large number of people throughout the day and is being continued until October 8. It is well worth a visit, as some of the exhibits (though not necessarily those selected as prize winners) are remarkable for their technique and effectiveness.

LONDON EXCHANGE RATES

(British Wireless Service)

	October 1.	October 3.
Paris	21.45	21.32
Geneva	12.27	12.26
Berlin		
Athens		
Milan		
Shanghai	1/2 5/16	1/2 3/8
New York	4.93 1/2	4.93 3/16
Amsterdam	9.10	9.32
Vienna	26 1/2	
Prague	120	122
Bucharest		675
Madrid		
Lisbon	110 3/16	
Hong Kong	29.25	29.32
Brussels		28 1/2
Montevideo		
Belgrade	4.93 1/2	4.92 7/8
Yokohama		
Helsingfors		
Rio		
Buenos Aires	19 15/16	
Silver (Spot)	19 15/16	20 1/16
Silver (forward)	3 1/2 10 1/2	
War Loan		

Closing Quotations

October 5, 1936.

On London:—	On New York:—
Telegraphic Transfer ... 1 1/2	Bank Bills, on demand 30 5/16
Bank Bills, on demand ... 1 1/2	Credit, 60 days' sight 30 1/2
Credit, four months' sight ... 1 1/2 1/16	On Batavia:—
On Shanghai:—	On demand ... 56
On demand ... 103 1/2	On Paris:—
On Singapore:—	Bank Bills, on demand 63 1/2
On demand ... 52 5/16	Credit, 4 months' sight 68 1/2
On Japan:—	On Saigon:—
On demand ... 105 1/2	On demand ... 63 1/2
On India:—	On Manila:—
Telegraphic Transfer ... 8 1/2	On demand ... 60 7/16
Bank, on demand ... 8 1/2	On Bangkok:—
	On demand ... 150 1/2
	Sovereigns Bank Buying Rate ... 1/3
	Bar Silver, per oz. ... 20 1/16

NEW YORK STOCK EXCHANGE

(Through Reuter's Service)

QUOTATIONS

	High	Low	Close	Change
New York/London Cross-rate	12.05	11.99	12.03	11.99 .08 off
New York Cotton—Dec.	18.51	18.46	18.44	18.46 .04 up
New York Rubber—Dec.	115	114 1/2	114 1/2	114 1/2 .04 up
Chicago Wheat—Dec.	96	95 1/2	95 1/2	95 1/2 .04 up
Chicago Corn—Dec.	96	95 1/2	95 1/2	95 1/2 .04 up
Silver—Official				unquoted
Dow Jones Averages	1936	Oct. 2	Oct. 3	Change
30 Industrials	170.84	143.11	170.78	171.34 162.44 1.88 up
20 Rails	67.31	40.65	67.18	58.11 57.49 57.85 .67 up
20 Utilities	38.05	32.82	34.53	34.99 34.54 34.81 .39 up
40 Bonds	105.59	98.92	105.01	105.40 .11 up
11 Commodity Index	68.37	55.58	66.82	68.83 .21 up

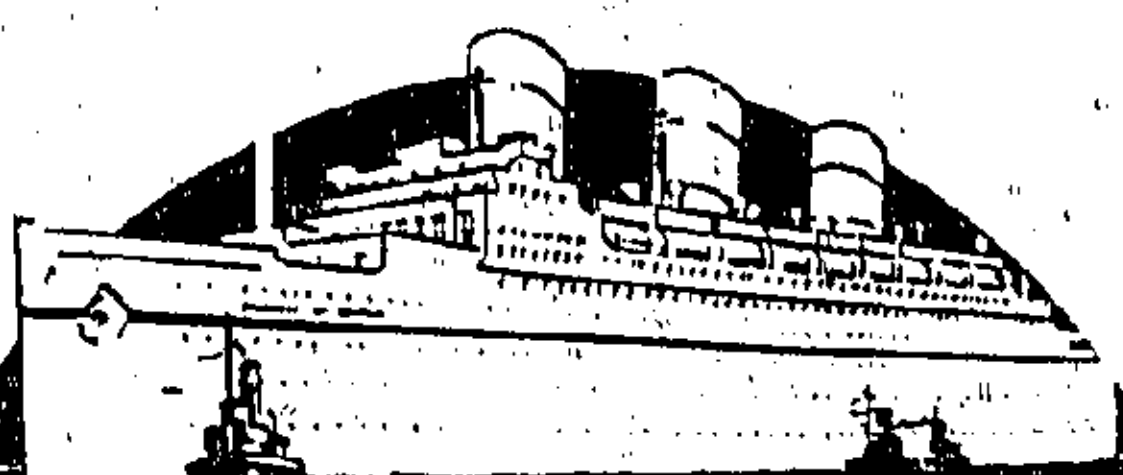
Business Done:—1,634,000 shares.

Stocks	Last Sale	Stocks	Last Sale		
Oct. 2	Oct. 3	Oct. 2	Oct. 3		
Adams Express	134	141	G. Western Sugar	35 1/2	35 1/2
Amer. Can.	123 1/2	123 1/2	Humble Oil	63 1/2	63 1/2
Amer. Cyanamid 'B'	34 1/2	34 1/2	Int. Harvester Co.		
Am. & For. Power	7 1/2	7 1/2	Int. Nickel	61 1/2	62 1/2
Am. & For. P. \$7 pt.	47 1/2	47 1/2	Int. Tel. & Tel.	13	13 1/2
Am. Light & Trac.	37 1/2	38 1/2	Kennecott	50 1/2	51 1/2
Amer. Locomotive	22 1/2	23	Loew's Inc.	59	59 1/2
Amer. Radiator	31	31 1/2	Lorillard	23	22 1/2
Amer. Rolling Mill	83 1/2	84	McKesson & Rob-		
Amer. Smelting	54 1/2	55	bins Inc.	42 1/2	43 1/2
Am. Sugar Refining	175 1/2	177 1/2	Montano Chemical	98 1/2	98
Amer. Tel. & Tel.	100 1/2	101	Montgomery Ward	49 1/2	50 1/2
Amer. Tobacco 'B'	23 1/2	25 1/2	Nat. City Bk.	43 1/2	43 1/2
Amer. Waterworks	39 1/2	40 1/2	Nat. Dairy Prods.	25	25 1/2
Anacosta Copper	81 1/2	82 1/2	Nat. Distillers	29 1/2	29 1/2
Atchafalpa, T. & S. Fe.	28	28 1/2	Nat. Power & Light	12 1/2	12 1/2
Atlas Corp.	15	15	New York Central	46 1/2	46 1/2
Auburn	35	35 1/2	North American	31 1/2	31 1/2
Baltimore & Ohio	25 1/2	26	Northern Pacific	28 1/2	28 1/2
Bethlehem Steel	71 1/2	72 1/2	Pacific Gas & Elec.	36 1/2	37 1/2
Boeing Airplane Co.	29 1/2	29 1/2	Pacific Lightng	53 1/2	53 1/2
Borden Co.	27 1/2	27 1/2	Packard Motor	12 1/2	12 1/2
Bklyn - Manhattan			Paramount Picture		
Trans. Corp.	56 1/2	56 1/2	Incor.	13 1/2	13 1/2
Bklyn - Manhattan			Pennsylvania R. R.	39 1/2	40 1/2
\$6 cum. pt.	104 1/2	104 1/2	Phillips Petroleum	43 1/2	43 1/2
Case, J. I.	158	160 1/2	Pure Oil Co.	46 1/2	47
Canadian Pac. Ry.	12 1/2	12 1/2	Pub. Service of N.J.	17 1/2	17 1/2
Chase Nat. Bk.	48 1/2	49 1/2	Radio Corp.	11 1/2	11 1/2
Chesapeake Corp.	85	85 1/2	Radio Corp. 'B'		
Chesapeake & Ohio	67 1/2	68 1/2	\$5 of		
Chrysler	125 1/2	126 1/2	Reynolds Tob. 'B'	56 1/2	56 1/2
Columbia Gas & E.	20 1/2	20 1/2	Schenley	51 1/2	51 1/2
C. G. & B. 6% 'A' pt.	107 1/2	107 1/2	Schenley 5 1/2 pt.	99 1/2	100
Commercial Credit	71 1/2	72	Sears Roebuck	89	91
Comm. Solvents	15 1/2	15 1/2	Socony-Vacuum	13 1/2	14 1/2
Comm. & Southern			Stm. Cal. Edison	32 1/2	33 1/2
(ord.)	3 1/2	3 1/2	Stm. Pacific	45 1/2	46 1/2
Comm. & Southern			Stand. Brands	15 1/2	15 1/2
(ord., \$6 cum. pt.)	73 1/2	73	Stand. Gas Y Elec.	7 1/2	7 1/2
Consolid. Gas of N.Y.	43 1/2	43 1/2	Stand. Oil of N.J.	61 1/2	62 1/2
Consolid. Oil	13 1/2	13 1/2	Sterling Prods.	72 1/2	72
Continental Oil	32 1/2	34	Swift International	30 1/2	30 1/2
Corn. Products	70 1/2	70 1/2	Technicolor	28 1/2	28 1/2
Curtiss Wright 'A'	6 1/2	6 1/2	Texas Gulf Sulphur	35 1/2	35 1/2
Curtiss Wright (C)	19 1/2	19 1/2	Transamerica	13 1/2	13 1/2
Delaware & Hudson	48 1/2	50 1/2	20th Cent. Fox Film		
Distillers Corp. Bea-			comm.	31 1/2	31 1/2
grams	23 1/2	23 1/2	20th Cent. Fox Film		
Douglas Aircraft	78 1/2	80 1/2	pt.	39	39 1/2
Du Pont de Nemours	163 1/2	163 1/2	Un. Carbide & Car-		
Electric Boat	13 1/2	13 1/2	bon	97 1/2	98
Elec. Bond & Share	23	23 1/2	Un. Aircraft	138	139 1/2
Elec. Bond & Share			Un. Pacific (New)	25 1/2	25 1/2
\$5 pt.	75 1/2	75 1/2	Un. Airline Trans.	16	16
\$5 pt.			Un. Corp.	7 1/2	7 1/2
Elec. Bond & Share			Un. Corp. \$3 cum.		
\$5 pt.	84	84 1/2	pt.	46 1/2	46 1/2
Elec. Power & Light	14 1/2	15 1/2	Un. Gas Improve-		
Flintkote Co.	35	35	ment	15 1/2	15 1/2
Gen. Cigar	53 1/2	53 1/2	U. S. Indus Alcohol	35	35 1/2
Gen. Electric	46 1/2	46 1/2	U. S. Rubber	35 1/2	36 1/2
Gen. Foods	40 1/2	40 1/2	U. S. Steel	73	75
Gen. Motors	70 1/2	71 1/2	Vanadium	24 1/2	25
Gen. Ry. Signal	25	25 1/2	Warner Bros. Picta.	13 1/2	13 1/2
Gold Dust	47 1/2	48 1/2	Westinghouse Elec.	144	146
Goodrich Tyre Co.	14	13 1/2	Call Money	1 1/2	1 1/2
Goodyear Tire & R.	23	23 1/2			
G. N'thern Ry. pt.	24 1/2	24 1/2			
† ex div.					

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HIVE MARU ... (Starts from Kobe) Monday, 9th Nov.

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† NAGARA MARU ... Sunday, 11th Oct.
† NOJIMA MARU ... Tuesday, 3rd Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Monday, 12th Oct.

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HARUNA MARU ... Saturday, 10th Oct.
KATORI MARU ... Saturday, 24th Oct.
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KITANO MARU ... Thursday, 29th Oct.
KAMO MARU ... Saturday, 28th Nov.

BOMBAY via Singapore, Penang and Colombo.

† CALCUTTA MARU ... Wednesday, 7th Oct.
TANGO MARU ... Sunday, 11th Oct.
† MAYBASHI MARU ... Wednesday, 28th Oct.

CALCUTTA via Singapore, Penang and Rangoon.

† TOBA MARU ... Wednesday, 7th Oct.
† TOTTORI MARU ... Friday, 16th Oct.
† KOSHIMA MARU ... Thursday, 29th Oct.

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JEAN LABORDE ... 11th Dec. 1936.
D'ARTAGNAN ... 29th Dec. 1936.

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ARRIVALS

MONDAY, OCTO 5.

Hai Ching, British steamer, 1,322 tons, Captain W. B. Patey, from Pakhoi via Hoihow, lying at Yaumati—Douglas & Co.

Bontekoe, Dutch steamer, 3,044 tons, Captain F. Plass, from Singapore, Kowloon Wharf—J. C. J. Line.

Pres. Hoover, American steamer, 12,986 tons, Captain G. W. Yardley, from Manila, Kowloon Wharf—Dollar Line.

Hiram, Norwegian steamer, 1,103 tons, Captain E. R. Hannevig, from Bangkok via Swatow, buoy No. B16—Thorsen & Co.

Yunnan, British steamer, 1,834 tons, Captain D. Wilson, from Canton, buoy No. A9—B. & S.

Kiangsu, British steamer, 1,555 tons, Captain J. D. Whyte, from Bangkok via Swatow, buoy No. B15—Butterfield and Swire.

Soochow, British steamer, 1,594 tons, Captain J. K. Clark, from Canton, buoy No. B14—B. & S.

Kladderpore, British steamer, 3,263 tons, Captain J. Sparks, from Nagoya via Moji, buoy No. A1—M. M. & Co.

SUNDAY, OCTOBER 4.

Tsinan, British steamer, 2,100 tons, Captain S. M. Barling, from Shanghai via Amoy, buoy No. B21—B. & S.

Sagres, British steamer, 1,448 tons, Captain Morren, from Keelung, lying at Yaumati—M. B. K.

Produce, Norwegian steamer, 743 tons, Captain K. Gjertsen, from Canton, lying at Yaumati—K. Larsen & Co.

Hamburg Maru, Japanese steamer, 3,159 tons, Captain E. Sanada, from Yokohama via Sakito, buoy No. A4—O. S. K.

Crefeld, German steamer, 4,948 tons, Captain A. Oelrichs, from Bremen via Port Swettenham, Kowloon Wharf—Melchers & Co.

Tjisaraea, Dutch steamer, 4,394 tons, Captain J. A. Van den Kolk, from Amoy, buoy No. A2—J. C. J. Line.

Prosper, Norwegian steamer, 1,377 tons, Captain S. Larsen, from Bangkok via Hoihow, buoy No. C1—K. Larsen & Co.

Breiviken, Norwegian steamer, 1,599 tons, Capt. N. Norvalis, from Canton, Yaumati—Walam & Co.

Wing Wah, Portuguese steamer, 851 tons, Captain J. Teixeira, from K. C. Wan, Salkong Wharf—Tai Fung & Co.

Hong Kheng, British steamer, 3,975 tons, Captain D. M. Hood, from Swatow via Amoy, Taikoo Dock—Ho Thong & Co.

NEWS FROM THE WATERFRONT

Freight And Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office, during the 24 hours ended at 9.00 a.m. yesterday, showed a fairly high tonnage movement, a large proportion of which being made up by British ships.

The total tonnage of general cargo carried by vessels to the Colony was 7,389 tons, with British steamers carrying 1,253 tons.

Through cargo for ports beyond the Colony amounted to 19,201 tons, of which 8,607 tons were carried by British steamers. Asiatic dock passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,410 of which 254 were from British steamers.

There were altogether fifteen arrivals, of which six were of British registry, the remainder being of other nationalities, while of the seven departures, two were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
British	6	7,860
Norwegian	3	2,560
Dutch	1	536
German	1	7,339
Italian	1	3,127
Japanese	1	4,478
Chinese	2	750
Total	15	28,590

Messrs. Melchers & Co. advise that the s.s. Postdam will leave the Kowloon Wharf at 5 p.m. to-day and arrive at Taikoo Dock at 6 p.m. She will sail from Taikoo Dock at 10 p.m. sharp for Shanghai, Yokohama and Kobe.

The P. & O. Line's steam ship "Mirzapore" left Singapore for this Port on the 1st instant at 8 p.m., and is due here on the 8th instant at about noon.

The N.Y.K. m.s. "Rakuyo Maru" which is expected to arrive on October 9 and sail on October 19, on account of bad weather conditions outside will arrive on October 10 instead and sail the same afternoon.

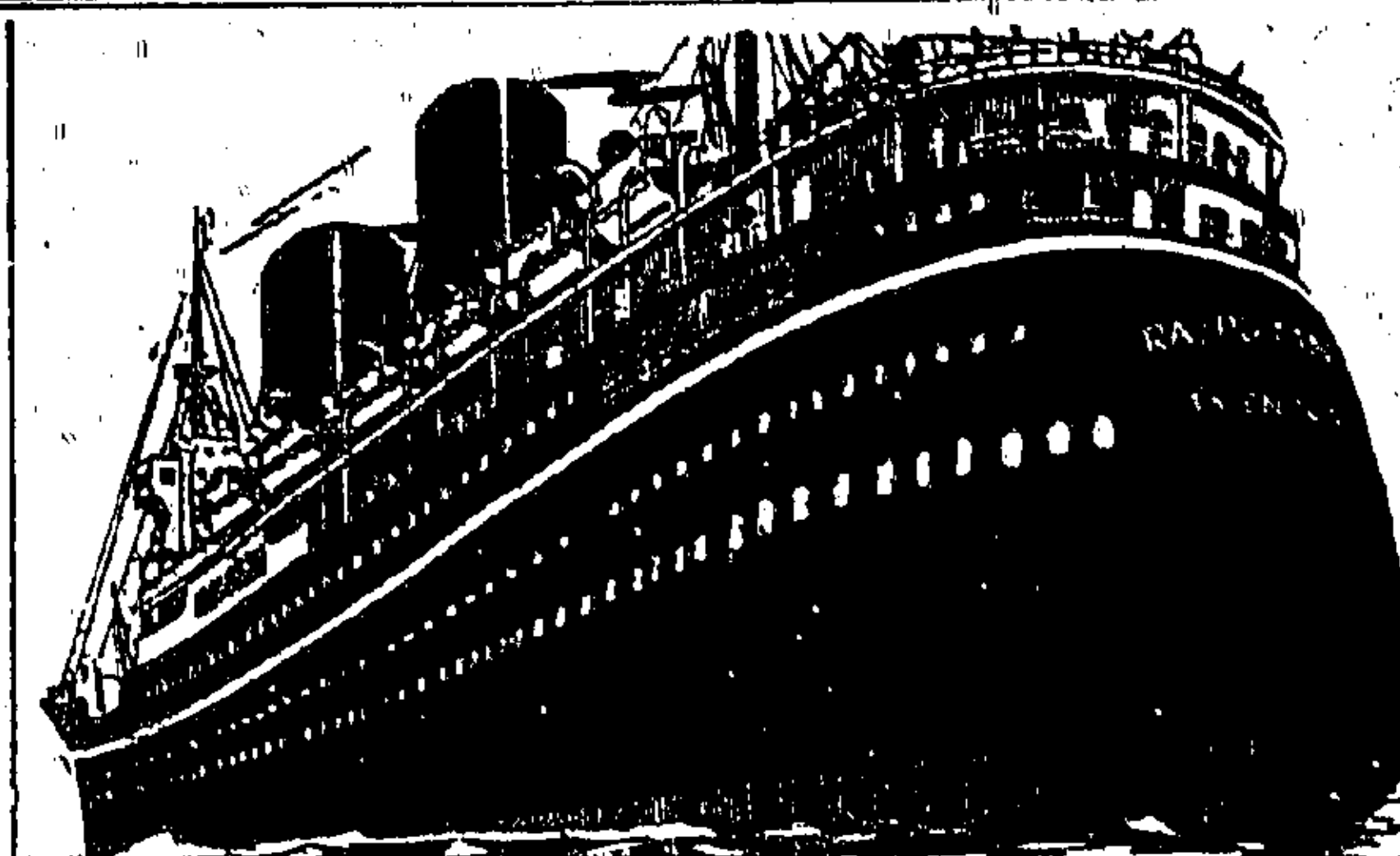
CLEARANCES

MONDAY, OCTOBER 5.

Tsinan for Canton.
Soochow for Foochow.
Hozan Maru for Keelung.
Mactra for Tarakan.
Tai Poo Sek for K. C. Wan.
Nellere for Shanghai.
Kladderpore for Singapore.
Seistan for Swatow.

VESSELS DUE

Agamemnon, B. & S., October 6.
Agapenor, B. & S., October 7.
Akagi Maru, N.Y.K., October 10.
Antenor, B. & S., November 6.
Aramis, Messageries, October 16.
Astoria, Jensen's, October 21.
Atlas Maru, O.S.K., October 11.
Atreus, B. & S., November 6.
Behar, P. & O., October 23.
Benghis, Loxley's, October 12.
Benwyvis, Loxley's, October 8.
Bhutan, P. & O., October 9.
Burduwan, P. & O., October 28.
Calcutta Maru, N.Y.K., October 6.
Canton, Gilman's, October 19.
Carthage, P. & O., October 29.
Changite, B. & S., October 8.
City of Cardiff, Bank Line, October 8.
City of Lyons, Bank Line, October 9.
Comte Rosso, Lloyd Trieste, Oct. 7.
Cornwall, Bank Line, October 21.
D'Araguian, Messageries, October 6.
Dakar, Maru, N.Y.K., October 10.
Delhi, Gilman's, October 6.
Donau, Melchers, October 9.
Duisburg, Jensen's, October 13.
Emp. of Canada, C.P.S., Nov. 6.
Emp. of Japan, C.P.S., October 10.
Emp. of Russia, C.P.S., November 19.
Felix Roussel, Messageries, Oct. 30.
Feylsbank, Bank Line, October 25.
General Lee, States Co., October 9.
Gertrude Meers, Jensen's, Nov. 1.
Glenbeg, Jardine's, October 25.
Glenfinlas, Jardine's, October 13.
Glenfin, Jardine's, October 11.
Golden Star, States Co., October 8.
Haruna Maru, N.Y.K., October 9.
Helenus, B. & S., October 16.
Java, E. A. Co., October 14.
Kutanga, Jensen's, October 8.
Loverkosen, Jensen's, November 9.
Linn Maru, N.Y.K., October 10.
Malaya, E. A. Co., October 31.
Meerkerk, J. C. J. Line, October 11.
Mennon, B. & S., October 25.
Nagara Maru, N.Y.K., October 10.
Oldenburg, Jensen's, October 29.
Patroclus, B. & S., October 19.
Perseus, B. & S., October 19.
Phemius, B. & S., October 19.
Potsdam, Melchers, October 6.
Pres. Adams, Dollar's, October 23.
Pres. Coolidge, Dollar's, October 22.
Pres. Grant, A.M. Line, October 9.
Pres. Harrison, Dollar's, November 6.
Pres. Jefferson, A.M. Line, October 16.
Pres. Lincoln, Dollar's, November 9.
Pres. Pierce, Dollar's, October 12.
Pres. Polk, Dollar's, October 9.
Rakuyo Maru, N.Y.K., October 9.
Ranchi, P. & O., October 15.
Rawalpindi, P. & O., October 16.
Santia, B.I. (Apar), October 9.
Sarpedon, B. & S., October 20.
Shantung, Gilman's, Nov. 8.
Shirala, B.I. (Apar), October 27.
Silvertoak, Furness, October 9.
Sirdhana, B.I. (Apar), October 13.
Soudan, P. & O., Nov. 6.
Tai Shan, Dollar's, October 17.
Tapiing, B. & S., Nov. 6.
Tasmania, P. & O., Nov. 6.
Tango Maru, N.Y.K., October 10.
Tijbadak, J.C.J. Line, October 14.
Tjinjak, J.C.J. Line, October 11.
Toba Maru, N.Y.K., October 8.
Tonking, E. A. Co., October 12.
Touring, Thorsen's, October 9.
Touraine, Thorsen's, October 25.
Tyndareus, B. & S., October 30.
Unicoi, States Co., Nov. 3.
Van Heutsz, J.C.J. Line, October 6.
Yasukuni Maru, N.Y.K., October 6.



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Steamship	Tons	From Hongkong (About)	Destination
PENINSULAR & ORIENTAL SAILINGS			
*BHUTAN	6,000	10th Oct.	Marseilles, Havre, London, Hull, Hamburg, R'ham. & Antwerp.
RAWALPINDI	17,000	17th Oct.	Marseilles & London.
*BEHAR	6,000	24th Oct.	Mar. Havre, London, Hull, H'bg, R'dam. & A'werp.
*CORFU	14,500	31st Oct.	Bombay, Marseilles & London.
*SOUDAN	6,000	7th Nov.	Mar. Havre, London, Hull, H'burg, R'dam. & A'werp.
RANCHI	17,000	14th Nov.	Marseilles & London.
*MIRZAPORE	6,000	18th Nov.	Bombay & Karachi only.
CARTHAGE	14,500	25th Nov.	Bombay, Marseilles & London.
*BURDWAN	6,000	2nd Dec.	Marseilles, Havre, London, Hull, Hamburg, R'dam. & Antwerp.
NALDERA	17,000	12th Dec.	Bombay, Marseilles & London.
COMORIN	17,000	28th Dec.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Tangier. All vessels may call at Malta.

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BRITISH INDIA-APCAR SAILINGS

RANTHA	8,000	11th Oct. 10.30 a.m.	Singapore, Port Swettenham, Penang, Rangoon & Calcutta
*GOGGA	7,000	24th Oct.	
SIRDHANA	9,000	7th Nov.	
SIRALIA	8,000	21st Nov.	
TILAWA	10,000	5th Dec.	* Cargo only.

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The P. & O. Royal Mail Steamers to London and
The E. & A. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

NELLERE	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
TANDA	7,000	4th Jan.	
NANKIN	7,000	2nd Jan.	

SAILINGS TO SHANGHAI & JAPAN

*MIRZAPORE	6,000	9th Oct.	Direct to Japan
SIRDHANA	8,000	15th Oct.	Amoy, Shanghai & Japan
RANCHI	17,000	16th Oct.	Shanghai & Japan
SIRALIA	8,000	29th Oct.	Amoy, Shanghai & Japan
BURDWAN	6,000	29th Oct.	Shanghai & Japan
CARTHAGE	14,500	30th Oct.	do
TANDA	7,000	15th Nov.	Amoy, Shanghai & Japan
TILAWA	10,000	18th Nov.	Shanghai & Japan
NALDERA	17,000	18th Nov.	do
SOMA	6,000	25th Nov.	do

* Cargo only.

ALL DATES are approximate and subject to alteration without notice. For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

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S.S. "CITY OF LYONS" ... Havre, London, Rotterdam & Hamburg. 14th Nov.
S.S. "CITY OF PITTSBURG" ... Havre, London, Rotterdam & Hamburg. 14th Dec.

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MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... Loading for Mauritius Remion, Timatave, Lourenco Marques, Durban and Cape Port. 8th Nov.

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M.V. "INCHANGA" ... from Calcutta 4th Nov. ... from Colombo 10th Nov.
M.V. "INCOMATI" ... from Calcutta 4th Dec. ... from Colombo 10th Dec.
M.V. "ISIPINGO" ... from Calcutta 4th Jan. ... from Colombo 10th Jan.

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